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Dec

2019

'A Merry Christmas to all our Members'
'Un Felice Natale a tutti i nostri Membri del Club'



Courtesy B. Harris

www.fiat500enthusiasts.co.uk

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CLUB NEWS

ON-LINE MEMBERSHIP DATABASE

In the November e-newsletter, we announced the Club's new on-line membership system which is designed to allow:

- prospective members to join via an on-line application process
- existing members to review their membership data
- easier renewal of annual membership

Subscriptions can now be paid via PayPal, using a PayPal Account or debit/credit card.

The notes below cover two important aspects - reviewing membership data and renewing annual membership.

Whilst we are keen to do as much on-line as possible, we recognise that not everyone has access to a computer or wants to deal with things on-line. If you have any questions or feel that automation is not for you, please do not hesitate to contact the Membership Secretary -

membership@fiat500enthusiasts.co.uk or 07706 854967.

Reviewing Membership Data

We would be very grateful if you could try out this new feature and amongst other things, check your e-mail address. At present, we have several members for whom we hold no e-mail and others where the original e-mail address is no longer valid. This means that several members are missing out on the bi-monthly e-newsletter that is issued.

To review your membership data and check that we have the correct address, contact numbers etc, please go to the 'Join Section' of the Club Website at:

<http://www.fiat500enthusiasts.co.uk/join.shtml>

Then, click on the 'Review Membership Details' link towards the bottom of the page. This will bring up the following page. (overleaf) You see that it asks for an e-mail address. Please enter your current e-mail address and then, press 'Send e-mail'.

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Access your own membership record

Please enter your email address. We will then send you a link which will act as a temporary login to your membership record

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If this does not work it means that we either hold no e-mail address for you or, the wrong e-mail address. If this is the case, please e-mail the Membership Secretary at membership@fiat500enthusiasts.co.uk with the e-mail address that you would like the Club to use. This will be updated and you will be advised when the change has been made.

If your e-mail address is accepted, the screen will change and you will be advised that a special link has been sent to you.

The e-mail with the link should arrive within seconds. So, if you switch to e-mails it should be waiting for you. Click on the link and you will return to a summary of your personalised record. You will see that against each section there is an edit button. For example, if the wrong address is shown, click on edit and a new screen appears where you can make changes and then save them. Please see example below.

The image is a screenshot of a web form titled "Edit Member's Address". The form is divided into two columns. The left column contains three input fields: "Address Line 1" with the value "53 Stirling Close", "Town / City" with the value "Crowthorne", and "Postcode" with the value "RG45 6JF". The right column contains three input fields: "Address Line 2 (optional)" which is empty, "County / State" with the value "Berkshire", and "Country" with the value "United Kingdom". At the bottom of the form are two buttons: "Save" and "Cancel". Below the form, there is a section for "Family Members" which says "No family members" and has an "Add/Edit" button. There is also a section for "Local Organiser" which says "is currently no organiser for your area".

The only data that we aim to hold is name, address, contact number and e-mail. If you wanted, for example, to provide details of your car, that would be fine but it is optional.

If you edit any of the details, please remember to save them.

When your review is complete, please click on 'Member Logout' under the Club Banner at the top of your screen (please see below). And finally, close the page in your internet browser.



Renewing Annual Membership

For the majority of our members, renewal date is 15 February each year. However, for new members we are moving to a rolling 12 months membership so if someone were to join the club on 20 December 2019, there renewal date would be 20 December 2020.

If you pay by Standing Order, there will be no action to take. Your membership will automatically renew.

If you have previously paid your renewal subscription by cheque, you will receive a 'renewal e-mail' about a month before your current membership is due to expire. This will invite you to renew via our website using the new membership system.

In brief, you will be given a link to the relevant section on our website and from there, you will be able to complete the renewal in a matter of minutes. It will still be possible to pay by cheque but there is now a more flexible and secure method of paying - PayPal. The PayPal facility will allow you to pay with a PayPal Account or, with a debit or credit card.

There will be more information about the annual renewal in our January e-newsletter and the February edition of the Club Magazine but in the meantime, please do not hesitate to contact the Membership Secretary (membership@fiat500enthusiasts.co.uk) if you have any immediate questions.

FROM THE EDITOR

CALENDARS We do hope you enjoy the calendars included with your December magazine. As last year, they have been kindly produced and compiled by Katie Peters. On behalf of everyone I would like to thank Katie for taking on this task and doing such a good job which I know from experience can be very time consuming. There are still a few spare calendars left. If you would like extra to give to friends etc., please email or telephone me and upon receipt of a cheque for £3 made out to: - 'The Fiat 500 Enthusiasts Club', and sent to my address at Neesoon, Winchester Street, Overton, Basingstoke, Hants RG25 3NB. I will then post them to you.

STUDIO 434 VISIT It appears we have enough members to make up a group to visit this amazing car collection. I have provisionally booked Saturday 7th March and hope that most of you who expressed an interest can make this date. If not, please let me know.

TOUR OF EUROPE 2000 As you will know if you read October's magazine, we reported the very sad death of Jimmy DiCarlo. He and his wife Jan were the founders of our club and what Jimmy did not know about the 500 and its internal workings was not worth knowing about. In the year 2000 Jan and Jimmy decided to celebrate their retirement by taking on a tour of Europe. Jan has kindly allowed me to print a report of their journey which will be serialised in this and consecutive magazines. Relating to this tour, member Paul Dye kindly sent me a letter and magazine cutting of *Piccole Ruote* the magazine of *Fiat 500 Club Italia* - where their voyage was also reported (in Italian of course). Some of our Italian speaking members may like to read this report which was in the July/August 2019 issue.

MY OTHER CAR On several occasions I have asked members to write in about their 'other cars', as I know that many of our members own other classics. The response has been a little lacking, but this month we have do a lovely article from Don Stewart about his MGA and for the February issue something 'completely different'. Watch this space.

MY THANKS to all those who have contributed to the magazine this year, without whom the magazine would be a very slim volume indeed. If you haven't already, please consider sending me something for the magazine, even a couple of sentences and a picture or two would be great.

Finally, may I wish everyone a Happy and Peaceful New Year.

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NEC Classic Car Show 2019



Photo courtesy Ursula Brand

For reasons I still don't quite understand, I volunteered to co-ordinate the organisation of our Stand at this year's Classic Car Show at the NEC!

Fortunately, my other Club Committee members came to my rescue and we made quite a team. At our first meeting, we decided on our Theme for this year, which we knew would not eclipse our very adventurous project of last year, where we built a complete Fiat 500 from all of its component parts over the three days of the Show.

We decided that we would like to have a Topolino to try and create an image of the austere times immediately post war and contrast that with the bright and exciting times of the early 60's with three Nuova Fiat 500s – one white, one red and one green – and ideally a 500F, a 500 D and an Abarth.

To my absolute delight, more members than we could cope with offered a wonderful variety of cars, such that it was actually a difficult job choosing

which cars to display! One member also offered to collect the Show Stand from Essex, bring it to the NEC, erect it, dismantle it at the end of the Show and take it back again! Quite extraordinary loyalty to the Club, without whose efforts, we would have had nothing to display at all. So huge gratitude to those who supplied the cars and the Stand.



Having organised a Stand, we needed Members to man it and again, a great selection of Volunteers stepped forward to help, such that we had a full



quota. Like last year, we booked Air B&B accommodation a few minutes away in which to house everyone.

Finally, we needed a couple of TV screens on Stands to play DVDs of early Fiat 500s and a laptop so we could sign up new members with our

new online system, which I was able to organise myself.

In the event, thanks to the co-operation of everyone involved, both Members and Committee, the Show was a great success! If you have never been to the Show, it is well worth making the effort to visit. See you next year!

Ian Hunter

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NEC 2019

What a fabulous show that was!

I've never been to the NEC Classic Show, so exhibiting my Topolino was a First for both of us!

After queuing for a couple of hours in the car park on Thursday, Topi eventually drove off the trailer into the hall to join three 500s waiting to go on our stand. Lynette, David, Steve, Peter, John and other club members had arrived long before me and had already built the stand structure. I hadn't met any of them before, they made me feel very welcome. After adding the panels, lots of Fiat 500 pictures and some tables and chairs it looked really nice and very professional. Ian had brought two TV screens showing old Fiat 500 films. Red, white and green bunting finished the Stand off.

By late afternoon everything was ready and the cars were placed.

Early on Friday morning, another table, more chairs and a coat stand (to keep things tidy) were added, a bean-to-cup coffee machine supplied by Colin was the ultimate luxury!

The three days were incredibly busy. Our little cars created a lot of interest. Everyone knew and loved the Fiat 500s. Many people had heard of, but never seen, a Topolino, even more didn't know of it at all.

To my surprise - and certainly his as well! -, one visitor recognised Topi by its number plate as a car he owned from 1982 until about 1996! Apparently, he resprayed it but never drove it. He was delighted to see it all restored and running.



No-one knows how many there are in the UK. Seven visitors told me they were either looking for, or in the process of, buying and restoring an early Topolino, and two even mentioned that they "had one in a barn/garage, that hasn't been used for the last 20 or so years"

The visitors just never stopped coming, and at the end of each long day we all needed a good rest. It was a lot of fun, I had a great time and look forward to the next event!

Ursula Brand



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TOUR OF EUROPE 2000

BACKGROUND INFORMATION

It has always been our ambition to take our Fiat 500 on a long road trip, so to celebrate our retirement and before old age took over, bringing with it the usual aches and pains, we decided to celebrate the new millennium with a tour round Europe taking in as many countries as possible.

The planning started during the previous winter, long dark cold evenings were spent making lists, pouring over maps and contacting Fiat 500 clubs all over Europe who we hoped to meet up with on our travels.

Looking back we can't believe how much has changed in technology in just 18 years. In those days Satnav's were only for the rich, defiantly not Fiat 500 owners, so a file of road maps had to be on hand at all times during the trip. A mobile phone was a luxury, but we felt was an essential although in those days the reception was not brilliant everywhere. The euro didn't come in until later that year, so we stashed away 11 different currencies under the rear seat. Not all the Fiat 500 clubs were on the internet, and where-as today everyone has e-mail, in some cases we had to use the old fashion postal service or telephone calls (our phone bill was quite high during those months.)

As all Fiat 500 owners know there is not a lot of storage space inside the car and realising that we would possibly not be able to get replacement parts in the more northern countries we gathered together spares such as: Electrical parts, cables, bearings, drive shafts and couplings, brakes, and even a spare engine! But no dip stick!, which you will read about later. Even after taking out the rear seats and boarding over the chassis ready for spare parts to be stored under it, we realised we would need a trailer, after all we still needed room for camping gear, clothes and being an avid reader, Jan could not live without a few books, no Kindle's in those days either.

Our departure date was to be mid-August. We decided to go north first, hopefully the weather would be warmish at that time of the year in the Scandinavian countries, moving south were we thought that September would be pleasantly warm for travelling and not too hot.

Apart from the ferry across from Newcastle in the UK to Bergen in Norway, we decided to leave our plans flexible, being able to stop as long as we liked in interesting places and move on when and where we wanted.

THE TRIP

A local Fiat garage got to hear about our endeavour, so offered to host a 'Send-off' party. An assortment of Fiat's and their owners came to wave good-by, some of them even escorting us on the first few miles round London.



Trevor directing James to Europe

Driving north on that first day we covered 110 miles, a comfortable distance even if we did think that the A1 road was rather busy with large lorries travelling at the same speed as us. After a night's rest near Ripon we headed to the ferry port at

Newcastle.

Here our trip nearly came to an abrupt end. The lady who booking us on to the ferry fell in love with our car and offered to buy it from us, she wouldn't take no for an answer even when we explained we were just off on a trip round Europe.

The ferry trip was a welcome rest after all the frantic preparations and arrangement we had had to make before leaving home.



Bugs'y at Newcastle port.

SCANDINAVIA

As we sailed up the coast of Norway we were enthralled with the beauty of the country. Landing in the attractive town of Bergen our aim was to travel across the fjords, this is possible by either taking ferry's across each fjord or driving up and down each mountains, well, we were on a driving tour so there



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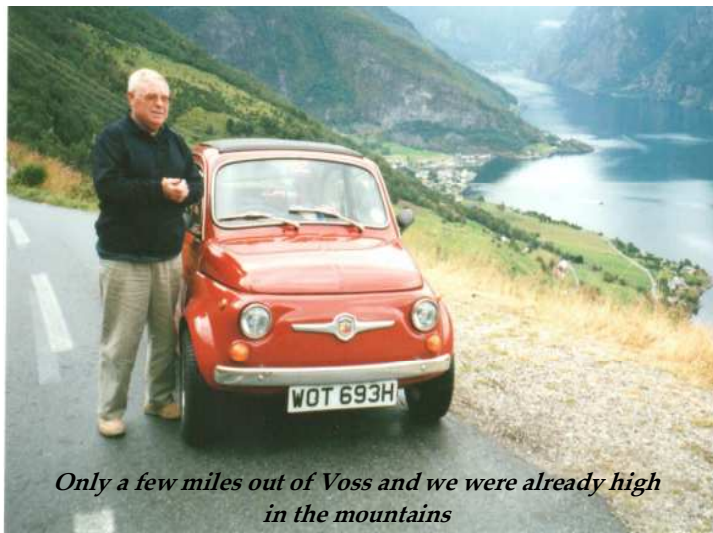
www.inspectmyclassic.co.uk

John Woods Motorcare (JWMC to its friends) is a small family owned company in Mold, Flintshire, only about 12 miles from the centre of Chester. They specialise in the repair and restoration of classic cars, mainly BL cars, but other types are allowed in if they ask nicely. As well as doing the mechanical work, they have access to a very good body-shop, a trim expert and a very good auto-electrician, both who come in on an 'as required' basis.

JWMC are agents for the full range of 'Millers Oils' products, 'Magnecor' ignition leads and, for those that need it, 'Evans' water-less coolant. Through their large number of contacts, they can obtain practically everything required for the repair of a range of classics. They were early members of the 'Classic Friendly' garage system, and are still in that system, which just for interest, was set up by 'Fuzz Townsend', he of 'Car SOS' fame.

The Fiat 500, in all its classic forms, is no longer required to have an annual MOT, but we at JWMC firmly believe that if it is going to be used on 'The Queens highway' all classic cars should still have some sort of annual check. We therefore recommend that if a MOT is not going to be carried out on the car, it is given a 'Classic Friendly Annual Inspection'. This is something that we carry out regularly on a varied range of classics.

The Company now has a person on the staff who is used to working on the 500s, and is a member of the club's 'Technical Team' –Tom Montagu (aka, Topo Peloso).



Only a few miles out of Voss and we were already high in the mountains

was no option. Jan had been to Norway before, but we were both blown away with the scenery. Unfortunately you can get all '5' seasons in one day in this country, one minute blowing a gale, next sunshine, we

were soon up to the snow line.



At the snow line

'Bugsy' our Fiat 500 behaved brilliantly, never missing a bite as we laboured up the mountains.

The next few days were spent visiting friends and Fiat 500 owners, being interviewed by the national press before travelling north to the Arctic Circle,



A very expensive hotel outside Otta, at night the temperature was below zero

noticing how much slower the traffic was in Norway, we could stop wherever we wanted to.

At every stop there was someone who wanted to know all about our trip and the car. This was to become the norm' for the whole tour, and in just about every country we passed through most people spoke English, except of course Italy!

With the weather turning decidedly cooler, it was time to turn round and head south, stopping for a couple of days in the town of Lillehammer, a ski resort and host of the 1994 Winter Olympic games, well worth a visit for anyone in the area.

Stopping one more night in the border town of Halden, we realised that we had made a good choice of going to Norway first, it was very expensive, and if we had gone there at the end of the trip we might not have had the finances to spend as much time there as we did.

Arriving in Sweden the weather changed yet once again to wet and windy, we hadn't managed to find a Fiat 500 club in Sweden so feeling rather alone decided to keep travelling south. 'Bugsy' doesn't like wet weather as the windscreen leaks not only onto the electrics of the ignition, but also onto the maps on Jan's lap making them decidedly soggy.

During the planning stage, we found out that a new bridge had been built between Sweden and Denmark opening only in July, a month earlier. Running from Malmo in Sweden to just south of Copenhagen on the island of Zealand, the road crosses the Oresund Bridge which runs nearly 8 km to an artificial Island before entering a 4 km tunnel, if we had made our trip earlier on the year we would have had to take a ferry to Denmark.

The Danish Fiat 500 club is based in Odense on the middle island of Funen, run by an Italian, Francesco, we couldn't have been made more welcome,



James offering some technical advice

losing count of how many club members wanted to meet us, to hear about our trip. There didn't seem to be any Fiat 500 specialist garages in Denmark, so owners had to repair their own cars, most of them they took the opportunity to ask James's advice on lots of technical problems.

With many locals on hand to show us around and advice on where to visit we decided to play 'tourists' for a few days, taking a break from travelling and giving 'Bugsy' a well-earned rest, after all we have now driven over 2000 kilometres.

James & Jan Di Carlo



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MY 'CINQUINO' STEALS THE SHOW

Alsager Festa Italiana.

My attention was brought to this event just one week before. This would be the 5th year of this Cheshire event, and I had never been. A friend alerted me to the fact that it wasn't just about Italian food and drink, there were cars too. Ferraris and Lamborghinis. Well there's no harm in asking, I thought. So I dropped them a line, asking if my wee Cinquino could join the parade and display. The answer was an enthusiastic yes.

So there I found myself, on a sunny Sunday morning, in a sea of red and yellow high performance. We met at 10:30 am on the outskirts of Alsager, and had an hour to admire each other's vehicles before the tootle through the town to the festival. The mini parade itself was delightful. Sunroof open, waving at the pedestrians. The 'big' cars revving, showing off. So I revved too, which received lots of applause and cheers along the route.



(image – Olivia N Masi, 2019)

At the Festa, we lined up for display. I dressed her up in bunting, left the sunroof open, and placed her homemade info sheet n the window. To one side, I had all red Ferraris. To the other, yellow Ferraris and Lamborghinis. And guess who had endless attention all day long? Yup. The small dude in the middle. I mean, Ferrari after Ferarri after Ferrari ... they get a bit boring yeah? The Festa was a great event with Italian food, drink, live opera and other music, a whole posse of Italian scooters, gelato (obviously), and a wonderful



(image: Alsager Partnership, 2019)

atmosphere all day. I'd pop off to explore, and each time I came back there would be a crowd around my little lady. So much enthusiasm for her, and questions, and compliments. To the point that I do believe some of the 'large' car owners may have been a tad jealous. LOL.



(image – Olivia N Masi, 2019)

My Cinquino and I were asked if we would attend again next year. With pleasure was my response. I was also asked if there were any more Fiat 500s that could join us next year. So as soon as I have the 2020 date...

<https://alsagerpartnership.com/news/69-alsager-brings-a-little-italy-to-cheshire-east>

Olivia Masi

LOVE AT FIRST SIGHT!

About three years ago I received an email from Coys auction house with their forthcoming catalogue. I was flicking through it with no intention of buying any of the exotic machinery when I suddenly came across the photo of a 1938 Topolino. Well, it was love at first sight. The car never make it to the auction as the Italian owner had gone to Italy and forgotten to give Coys the key to his garage. A few weeks after the auction I received a phone call from Coys asking if I was still interested which I was, so I went to have a look at it I took it for a test drive and after a little distance the car was enveloped in a cloud of steam when the core plug blew out. I decided not to buy it. After a few more weeks I received another phone call from Coys asking if I might like to make an offer as the car was still available I had looked immaculate so I decided to take a risk, not a sensible thing to do, and went as low as I thought I could go and my offer was accepted.

My car restorer arranged for collection of the car and soon had the core plug problem fixed and the engine was running fine. However he then discovered that the reverse gear wasn't working and that the crown wheel and pinion were not matched. This resulted in an exchange gearbox and diff being obtained from the only supplier in Switzerland. The final problem that he found was a persistent vibration between 30 and 35mph. It was like the prop shaft being out of balance so attempts were made to balance it and new joints fitted but to no avail. I don't know if this is a general problem with Topolinos but if anybody knows how to resolve it, I would be extremely grateful. *(Please take note Tech Team - Ed.)*

We drove the car during the summer of 2018 and completed two local classic car runs. The first was the Norfolk



Churches Run with about 120 cars and our Topolino was chosen by the Bishop of Norwich as his Car of the Day as per the attached photo. The Topolino also won the main prize at the other event which had about 90 cars. It is amazing how much attention it receives when I am driving it, making many people stare and smile. I even had somebody run across the car park of my local B&Q to speak to me as he remembered his grandfather had owned a Topolino in Italy.



Unfortunately the car has been off the road for much of this summer while the engine was being rebuilt with delays again due to obtaining the parts needed. The major job that I wanted done was to replace the white metal crank bearings with modern bearings and to try to eliminate most of the oil leaks. I also decided to rebuild the engine as I would only reach 44mph on a flat road when it should be able to do just over 50mph. The best that I have achieved is 48mph when a double decker bus overtook me. The car has been back on the road since the middle of this month with the engine feeling much stronger but I am still taking it a bit easy after the rebuild.

Robin Green

“TECH TORQUE” (&TIPS)

technicalteam@fiat500enthusiasts.co.uk (or contact the editor)

Please note that the Fiat 500 Enthusiasts Club advise caution if following any advice given on these pages as the club can accept no responsibility.

FITTING HAZARD LIGHTS

During the restoration of ‘Fred Fiat’ [See August 2019 issue JS] I decided to fit hazard lights using an extra relay. By doing it this way I could return the car to original if required (a stand alone system).

YOU WILL NEED

- Flasher relay (4x21w+5w) with connection for dashboard indicator
- Dashboard indicator lamp (with hazard logo) with 6.3mm male blade terminals
- Switch, toggle or rocker—DPST—(Double pole single throw) basically 2 simple switches in one unit with 6.3mm male blade terminals
- 2 x Blue tap connectors (the ones you put two wires in and push closed)
- 12 x 6.3mm Female blade connectors
- 1 x relay base if used - these bases usually come with female blade connectors, if so only purchase 8 x 6.3mm female blades
- 2 x small ring connectors
- 1 x fuse holder (style of your choice) fitted with a 15amp fuse with 6.3mm male terminals

METHOD

Crimp/solder a 6.3mm female blade connector to a length of wire and push on to pin 31 on relay, on the other end of this wire, crimp/solder a ring connector, then fit this ring to a good earth.

Crimp/solder a 6.3mm female blade connector to a length of wire and take the other end to the fuse holder. - take the other end end of this fuse holder to 12V (if you connect this to the +battery terminal the hazards will work with the ignition off, they will drain the battery by about 4amps per

hour assuming they only light up for half the switched on time).

Crimp/solder a 6.3mm blade connector to the ends of 2 separate wires and fit to 'A' and 'B' on the switch (one to 'A' and one to 'B') Take the other ends of these wires to the flasher circuits (you can pick these wires up on the front flasher s, one side is blue the other is blue/black) Connect these wires independently to the wires using a tap connector for each side.

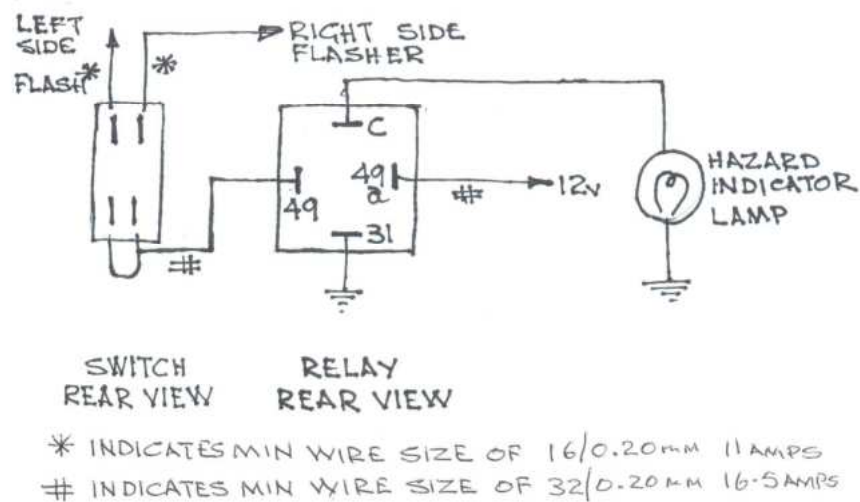
NB The other lead going to the flasher—either black or brown will be earth.

Crimp/solder a short and long length of wire to one 6.3mm female blade connector - crimp/solder a 6.3mm female blade to the other ends of both wires.

Fit the two blades on the short wire to the unused connections on the switch. Fit the blade on the long wire to pin 49a on the relay.

Crimp/solder a 6.3mm female blade to both ends of a length of wire and connect one end to pin 'C' on relay - connect the other end of this wire to the dashboard indicator lamp.

Crimp/solder a 6.3mm female blade to one end and fit to the other connector on dashboard indicator. Fit ring connector to other end of this wire and secure to good earth.



Don Stewart

MY OTHER CAR

A Long-term project, and a little bit of history



In 1980 I found the project that was to keep me out of mischief (!?) for the next few years - a MG 'PA'. This was a 1934 car with a 750cc over-head-cam engine. To describe the car I found as in a parlous condition, would be an understatement! The car came in a collection of boxes and had been abandoned on an allotment for the best part of 20 years, with the engine 'protected' (sort of!) by the bonnet. Body-wise, the front wings were unusable, the rear wings were very rough, the scuttle was badly rusted. The wooden body frame was only useable as a guide to what was going to be required when building a complete new frame - simples!

The MG 'PA' model ran from 1934 through to 1936 and utilised a strengthened, and slightly longer, version of the 'J' type chassis. It had rigid axles at both front and rear, suspended on $\frac{1}{2}$ elliptical springs. The gear-box, (just like the Fiat 500s), was a 4-speed box with no synchromesh - double de-clutching was the order of the day. Most of the 1,974 'P' cars built were open

2-seaters, but a few 4 seaters were produced, as were about 50 of the streamlined coupe 'Airline' version. In 1934 a 'PA' cost £222.00p, quite a lot of money in those days!

The 'single overhead cam' MG engine was derived from a Wolsey engine, originally designed somewhere in the 1920s. As initially designed, the



engine had classic pre-1914 valve timing (inlet:--9deg ATDC + 50 BBDC exhaust:--32BBDC + 15ATDC) along with 1-1/8in inlet valves. All this helped produce a less than inspiring 20 BHP. When the engine arrived at MG, Reg Jackson the work-shop foreman, supported by H N Clark (the Company's chief draughtsman) set about improving the engine's performance. Realising that this archaic valve-timing was extremely restrictive, Reg Jackson hand-ground (now, there's a lost art!) a new camshaft to give inlet valve opening at TDC. This gave a modicum of overlap and increased the power up to 29bhp at 5,000rpm (from the original 20bhp).

H N Clark set about improving the valve timing and arrived at what became the 'standard' for most of the subsequent models inlet- 15/55 and exhaust-

50/20. With the inlet valves increased in size to 1.25ins, the breathing of the head was improved to such a degree that 6,000rpm could easily be achieved. By 1931, with the use of high-compression pistons and a 20% ethanol fuel, these little 750cc engines (57mm bore, 73mm stroke) were producing 35bhp. In their ultimate form, these amazing little engines, supercharged and using exotic fuel were producing 140bhp the highest specific output of ANY engine pre-war!



The engine in the PA benefited from all the improvements developed over the previous 7 years - an extra crank-bearing and increased cam-shaft diameter being 2 such improvements. Developing 36bhp (at 5,000rpm)

with 2 SU 'OM' (side-draught) carbs, these were zippy, reliable little engines. The dynamo was incorporated in the vertical cam-shaft drive and used as a vibration damper. H N Charles returned to the aero industry where he was involved in making the variable-pitch propeller a viable piece of equipment.

One of the major jobs I had to undertake to restore my PA was to completely renew the Ash body-frame, where possible using the un-useable original parts as a pattern. I had to make new body panels, new wings, find wheels, rebuild the scuttle and finally, fit the tailor-made hood; not forgetting a total re-build on the engine!

All this took me 15 years; I still own the car, but sadly do not get the opportunity to drive it very often. Among the reasons is the fact that while the PA will keep up with traffic on most none-dual-carriageway roads, the 'numpties' out there don't realise that the car still has cable brakes and therefore needs a bit more stopping distance than the average modern car, which sadly makes driving a bit of a chore, and not a great pleasure. Would I do it again? Well, I did 'sort-of', my next project (before I tackled my Fiat 500) was a MGB, and I only took 12 years to do that car---I must be getting better (or just quicker)!

Don Stewart

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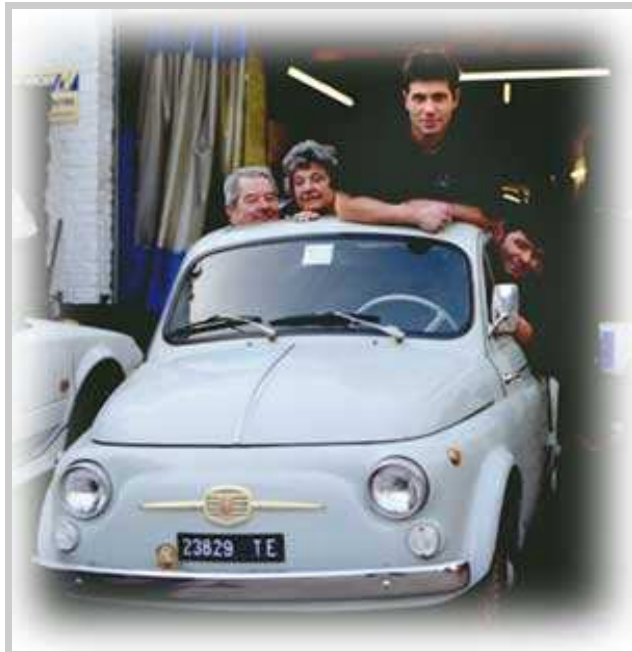


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AUTO E MOTO D'EPOCA - PADUA 24 - 27 OCTOBER

Lots going on in Padua this year along with the car show including exhibitions of French art and another on ancient Egypt and not forgetting a public transport strike.

With a claimed 5000 cars for sale and Autojumble it is a great show especially for Italian makes and always has some surprises in store.



If you are wondering just what we are all going to do with our classic fiats when we have to go electric? Well classic bike and car sellers **RUOTE da sogno** (info@ruotedasogno.com) had a possible solution with an all-electric classic 500 and 600 Multipla conversion.

They were claiming 13.5-20 hp @ 4000 rpm and a

top speed of 65mph for the 500 and 29 horse powers @ 4800 rpm and a top speed of 60 mph for the Multipla.



The Friday "Finarte" Action had some rather nice classics to tempt. lot 18 a 1956 Autobianchia 110 DB and lot 21

a 1960 Autobianchi Bianchina cabriolet both making €17470 . Alas lot 17 the 1957 Steyr Puch 500 failed to find a buyer possibly because the pre-sale estimate was €38 to €42000

Club stands

From the Fiat 500 club Italia a cut out so you could see what you would look like behind the wheel of a classic 500. And some lovely cars on the





stand of the Bianchina club. Out in the halls lots and lot of 500s & 600s some good, some not so good, and some so expensive.

Its on every year so get planning for next October.

Peter Barnes





WHAT IS IT?

Photographed by a member of our club.

If you think you may know what it is please drop me an email. No prizes for guessing the make of car, only my undying regard and the kudos of having your name mentioned in a future magazine.

All will be revealed in the Feb magazine with a short potted history of this little car.
JS

EVENTS 2019

2020

STUDIO 434 VISIT Potters Bar—London 7th March TBC



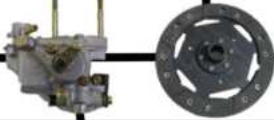








A visit to the amazing car collection of Roger Dudding in March. (see April magazine edition No 61) Cost is £38 per person which includes morning tea or coffee, biscuits and lunch. This is not a formal tour, but the knowledgeable guides would attend us and answer any of our questions. What is very special is being able to clamber in and out of the cars and with the guides' assistance, peer under their bonnets. If you think you might like to come, please register your interest with me: -

magazine@fiat500enthusiasts.co.uk Mob. 07749499785


September 11-21, 2020

Micro Marathon to the Pyrenees and north-east Spain

Micro Marathon to the Pyrenees and NE Spain, for pre-war cars up to 1000cc, and microcars. Authentic Category sub-500cc pre-1959 (type) & sub-700cc pre-1969 (type, inc. all 2CVs & Fiat 500s) Next year, committee member Sheridan Bowie has entered for this event. If you are interested, please get in touch with Sheridan : sheridanbowie@btinternet.com OR Malcolm McKay on: classicrallypress@yahoo.co.uk & mention that you are a member of our club.

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MEMBERS WANTED AND FOR SALE

Please note that the 500 Fiat Enthusiasts Club only offers free advertising in this column to private individuals who are paid up members and not to businesses or commercial enterprises. The Fiat 500 Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions.

FOR SALE

Fiat 500L, 1971 Full UK mot.

Lovely dark blue with full red interior and carpets. Excellent condition throughout. Restored 2-3 years ago. Lovely paint job, New stud axles and steering rebuilt for UK mot. Start first time and drives very well.

Other projects and lack of use hence sale. £7,295 ovno.

Call Ciro 07956 182455 Or email Cirogtv@hotmail.com

FOR SALE

A number of Fiat 500 items including cylinder head, clutch, covers, cases, springs, pedals. Can be collected from Dorset or postage can be arranged.
Contact Colin 077719 77933

FOR SALE AND EXCHANGE

A 500 gearbox, stripped and ready for refurb (noisy fourth gear) in exchange for some reasonable condition headlights to be used for research and development or even a complete exhaust for a 126.
Also a 126 steering box ... perfectly good, same fitting and steering arm as a 500 ... will swap for anything really that is interesting.
email Peteronpejayaitch@gmail.com

For Sale

1977 Autobianchi Giardiniera

“Small but beautiful and oh so practical”

**UK DVLA Registered Tax & MOT exempt
(but MOT'd until August 2020)**

OIRO £9,000

For full info and any trial, contact Peter on 07712 530835



FOR SALE

1974 500 Giardiniera Navy/tan 85000 kms (original). New king pins
 New steering gear, new rear wheel bearings, new starter / handbrake cable.
 Complete brake overhaul. New bottom door panels (usual 500 problem)
 Mechanically sound (no oil use!) Any garage test welcomed.
 Car is in Cheltenham £6800.00 07570 616570 Email: julian67@mail.com



FOR SALE

WORKSHOP MANUALS

Haynes Fiat 500 Owners Workshop Manual. Used but in excellent condition. £25

Autobook Fiat 126 Owners Workshop Manual. As new. £25
 or both contact Keith on 07778 383552 or 01372 469240 or keith@avico.com

WANTED - SCALE MODELS

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Peter Barnes 01420 88275 or Peterb@aosmith.co.uk



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NEW MEMBERS

The Fiat 500 Enthusiasts Club extends a warm welcome to the following members who have recently joined our club

| | |
|----------------------------|------------------------|
| Deborah Miller | Andrew Purcell |
| Aaron Leto | Stephen Giles |
| Neville Bland | Paul Dickerson |
| Raffaele Mattei | David James |
| Tamas Gyarmati | Murray Simmons |
| Annette Irvine | Mario Canale |
| Richard Whittington | Colin Bannister |
| Victoria Troughton | Cliff Cox |
| Ryogo Ashida | Glynn Jones |
| Peter Fox | Barry Collins |

COPY FOR THE FEBRUARY 2020 MAGAZINE SHOULD

BE WITH THE EDITOR NO LATER THAN

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