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JUNE
2020



Photo courtesy G. Farley

www.fiat500enthusiasts.co.uk

ORGANISING TEAM

Chairman	John Jenkins	chairman@fiat500enthusiasts.co.uk 01363 866950
Treasurer	Chris Gardener	treasurer@fiat500enthusiasts.co.uk OR renewals@fiat500enthusiasts.co.uk
Website	Nathaniel Cross	web@fiat500enthusiasts.co.uk
Club car dating service	Sheridan Bowie	sheridanbowie@btinternet.com
Press Coordinator	Colin Hitchcock	press@fiat500enthusiasts.co.uk 07801337675
Membership	Phil Swallow	membership@fiat500enthusiasts.co.uk
Editor	Jenny Squillaci	magazine@fiat500enthusiasts.co.uk 07749 499785 'Nee Soon' Winchester Street, Overton, Basingstoke, Hants RG25 3NB
Technical Assistance	Technical Team	technicalteam@fiat500enthusiasts.co.uk
Tutto Fare (Chief Cook & Bottle washer)	Vittorio Squillaci	01256 771105
Committee	David Peters Ian Hunter	

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FROM THE EDITOR

Dear Members, Well here we are—still suffering from restriction of movements and many of us unable to meet freely with friends and family and get on with our 'normal' lives.


The toll of this virus has been truly dreadful and I wish to extend my sympathy and that of the Club to all those who have been impacted and especially to those who have suffered loss and life changing harm from the virus.

Following on from the supportive message sent to our club from the President and founder of the Fiat 500 Club Italia - Stelio and Domenico in April's magazine, one member was struck by their message that the association was a community prepared to reach out where needed. For various reasons, including the restrictions brought about by the epidemic he has been unable to participate in the club as much as he would like and has asked me if I would pass on his request to the membership for a pen pal. If anyone would like to get in touch with this gentleman, please contact me the Editor (contact details opposite) and I will endeavour to put you in touch.

You may remember in the May Newsletter that I asked if anyone would like to write in and tell us what they have been doing during lock down. I know some of you are key workers and have been soldiering on through the epidemic along with others who have managed to carry on with their work one way or another and may have found little, if any, time or energy to do much else. However, I have managed to obtain a snap shot of what some people have been up to and you can see their efforts in the following pages.



Digital Art Photos by Alun Hoskins
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STUDIO 434 VISIT March 2020



On Saturday 7th March, when the Covid virus had only just appeared over the horizon, a group of over twenty members met up at the amazing car collection of Mr Rodger Dudding housing over 430 cars at his Studio 434 premises in Potters Bar North London.



Rodger's love of cars began when his father bought a 1952 Morris Minor. (*above*) On our first visit in 2019 we were told that of all the cars in the collection this car was the most cherished. Should fire or flood threaten, it would be the first to be taken to safety.

From the photos you can see that the collection encompasses an eclectic range of vehicles from all periods, many of which are available for hire for films and weddings. The collection can be visited by prior appointment.



(Left) Austin Atlantic Convertible (1950) - (Right) Austin A90 Atlantic (1951)



Austin Seven Swallow Saloon (1930)

Some are stored in Studio 434/1 and a good number over the road in a second storage facility known as Studio 434/2. In addition to Rodger's personal collection he also provides secure, climate controlled, accommodation on behalf of clients for vintage, classic and high value cars.

On arrival we were greeted by Luis, Aneta and Jed. Aneta supplied us

Photo courtesy B. Cottam



Young members enjoying themselves in a Morris Cowley Tourer (1923) ?

with coffee tea and biscuits and then we spent most of the morning looking around the showroom, before a lunch which consisted of some very upmarket sandwiches.

In the afternoon we crossed the road to see the second part of Rodger's collection. This is housed in an enormous facility and we took the



Fiat Topolino (1939)



Fiat 600 D (1959)

lift to the 4th floor to continue our tour.

We were made extremely welcome by our friendly and knowledgeable hosts and I think I can safely say everyone enjoyed themselves hugely.

JS

WHAT HAVE YOU BEEN DOING DURING THE LOCK DOWN?

Perhaps the first thing to mention is our Club Quiz. Katie and David Peters kindly set up a series of Club quizzes via Zoom which were greatly appreciated by the participants.

For those who were unable to take part, we thought it might be fun to include questions from one of the quizzes (below) for you to have a go at. The answers are at the back of magazine page 33.

QUESTIONS

1. What was the first car to be mass produced?
2. What motor car was infamous for its square steering wheel?
3. What year did the first BMC mini roll off the production line?
4. What is particularly interesting about the inventor of cruise control (1948) ?
5. Amongst classic car fans, what is FIAT jokingly said to stand for?
6. What classic car did Inspector Morse drive?
7. What car has a pony in its logo?
8. Which car manufacturer secretly bought Bentley in 1931?
9. Amongst classic car fans, what is LOTUS jokingly said to stand for?
10. The VW Golf claims to have invented the hot hatch. Name 1 of 2 to be built before the golf.





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MOVIE ROUND

1. The 1969 film *The Italian Job*, starred three minis, what colours were they?
2. In the 1985 science fiction film *'Back to the future'* what car went back in time?
3. Bonus point - name the two main characters in *'Back to the future'*.
4. What is the name of the red racing care in the 2006 film *Cars*?
5. *Ford vs Ferrari* is a 2019 film starring Matt Damon and Christian Bale – but what is the name of the 1966 race that the film is based on?
6. What model and colour is Herbie?
7. In the film *'Gone in 60 seconds'* how many cars must the group steal?
8. Bonus point – what female name is given to the 1967 Ford Shelby GT500?
9. Who chauffeurs Lady Penelope in her pink FAB1 6 wheeled car?
10. Caractacus Potts and Truly Scrumptious drive which famous car?
11. How many films are in the *'Fast and Furious'* saga?

What follows is a compilation of all those lock down activities that have been bought to my attention. Arguably the most worthy is that which has been submitted by Lynette and David Harris below.

WHAT HAVE YOU BEEN UP TO DURING THE LOCK DOWN?

At long last we have been out in a ride in Coleman to the seaside. He was eager to have a trip out and started first time.

We thought you might be interested in what we have been up to during lockdown with no shows to attend.

We have been cutting up 100's of metres of fabric into thousands, yes thousands of pieces, into pre-cut tabards, scrub hats, mask tapes and masks ... for a group called Sew Sussex. At the beginning of lockdown there were just 6 ladies, there are now over 1500.



These pre-cuts are put into bags with threads, elastic etc. , then the lovely and talented ladies of Sussex

sew them up according to strict NHS guidelines. They are then distributed to NHS hospitals, local care homes, hospices etc, by another group of people.

We have also made kits to make Smile Masks, these have a polythene window for the hard of hearing so they can lip read.

Rolls Royce have been helping as well, due to the upholstery division on lockdown, they have rejigged their cutting machines to cut out scrubs for us to sew, about 5 Kms of fabric at a time.

We hope this virus soon goes away, stay safe everyone and look after yourselves (and your fiats) Hope to see you all soon

Regards Lynette and David



ONLINE QUIZZES seem to have been a favourite with families unable to meet up and ours was no exception.



No prizes for guessing that the quiz was on 'countries' Top left Spain; Top right Switzerland; bottom left France; bottom right Denmark (the strange headgear were Danish Pastries fetchingly tied on with ribbons - they did not survive the end of the quiz!)



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COOKING also appears to have been a popular pastime.

Probably the most impressive efforts were made by Sharon Cross with her Italian delicacy: -

'Biscotti alla Mostarda'
(Filled sweet pastry - right)

And Katie Peters with her cream filled chocolate eclairs. *(below)*
Katie says her husband has been helping with quality control!



Other contenders include Italian
'Paste di Mandorla'
(made mainly from ground almonds and egg white- below)



And last but not least a magnificent
'Scacciata'
(Italian stuffed flat bread-left)

Made with much love, faffing and kerfuffling by my husband. Filled with mozzarella, broccoli, anchovies and black olives, it was delicious..

PAINTING These charming paintings were sent in by member Chris Burgess. Painting is such an absorbing and restful pastime that I'm sure others must also have taken up their paints and paintbrushes. If you have, don't be shy, please send a copy to me the editor.



WILDLIFE SANCTUARIES This splendid Bug Hotel was built by the Sinclair family. Fixed to the front of their garden shed, apparently they have already watched various bugs going backward and forward from this luxurious residence.



Finally a small wildlife pond has been dug in the garden of a member who prefers to remain anonymous. The owner is hoping that the pond will eventually merge

into the landscape and attract a variety of bugs and animals.

Not all strictly car related, but I hope you've enjoyed seeing what fellow members have been up to over these last few months. JS



TOUR OF EUROPE 2000 *(final instalment)*

THE LAST LEG OF OUR JOURNEY

We had noticed that there was Fiat 500 Club Italia fiduciario in Barcellona, so contacted him hoping we could meet up and find out about the 500 world in Spain, but unfortunately he was unavailable, so we decided that having lugged all our camping gear round Europe it was time to use it. Booking into a camp site at



An unhappy Bugs'y at the campsite

S'abanell we were not overly impressed with the facilities on offer. Never having been to Spain before we had conflicting expectations, sadly we were not impress with what we saw of the country. We decided to head away from the coast, and *Bugs'y* who did not like camping was happy

when parked up in a hotel carpark the next night. Unfortunately, Jan had picked up some nasty virus somewhere along the trip, so although Portugal had been on our agenda, getting home to see our UK doctor was now the plan.

After an overnight stop in Blanes, when James did his usual morning check of the car's levels, he found that the dip stick had broken in two inside the rubber seal. The hotel reception directed us to the local Fiat garage where the staff were surprised to see a classic car turn up. No, they couldn't help us. We had earlier passed a Seat dealership, so James thought it might be worth trying to see if they could had such a thing in stock. Jan waited at the Fiat garage, and whilst he was gone the storeman asked her to give him the broken dip stick... or at least that is what she thought he said. She handed it over and he disappeared. Panic! What were we going to do now!



The Fiat garage that repaired our dip stick

After a little while he reappeared with it in one piece, he had found a welder to mend it. They refused any payment, did they think seeing us in such a little car that we couldn't afford the repairs?

Crossing from the Mediterranean coast to the north took us through various different scenery, the middle of Spain is very dry and barren, and reminded us of all the old spaghetti westerns, arriving in Bilbao the landscape changed again, much greener.



Our last stop on mainland Europe

Our ferry wasn't for a couple of days, so we took a last chance to play tourist. Day 46 of our trip, saw us at the port in Bilbao ready to board the ferry, we were rather sad to realise that the trip was over. But this is not the end to the story. On sailing out of the port, the weather deteriorated, cold, wet and windy, not much fun. Eventually the captain announced that things would get a bit rough as we were sailing into a force 7 gale, but it would clear by morning although we would be delayed getting to England. ROUGH! That was an understatement. It is amazing what you think about in such circumstances', all Jan could think about was, if the ship sunk, she would lose all the photos she had taken of the trip. This was the "ferry crossing from hell".

What a relief to arrive back in the UK, driving from Portsmouth to Fleet on the A3, we discussed how nice it was to be in a country where people drive on the correct side of the road and speak in an understandable language.

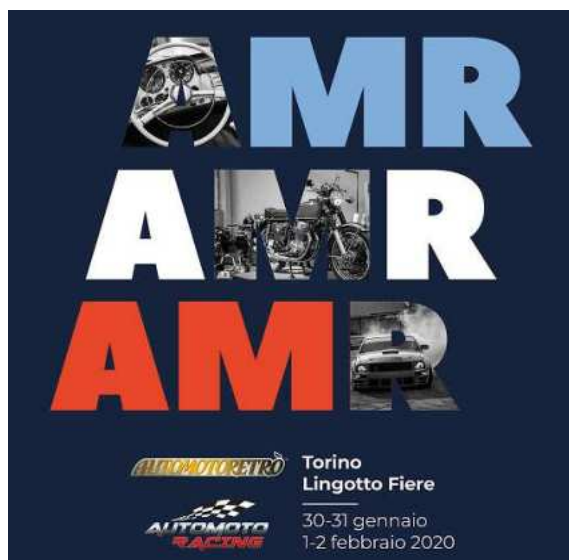
Stopping off at our local shop to buy a pint of milk and a loaf of bread was bliss. After travelling for 47 days over a distance of 6306 miles (over 10,000kilometers) and visiting 12 different countries, we were glad we had done the trip, but so happy to be home.

As a P.S. The next weekend we were invited to show *Bugs'y* at an Italian car day being held at Brooklands museum, (*opposite*) this is where the first motor races were held pre-war in the UK. .

James & Jan Di Carlo



AutoMotoRetro – Torino 2020



Little did I know as I boarded a morning BA flight at the end of January from Gatwick bound for Turin that this my second trip to Italy this year, would be my last, at least for a while. The Coronavirus epidemic was we now know incubating insidiously and getting ready to explode in North Italy; I had in fact already been to one of the epicentres, in the middle of January namely Bergamo, a city I love, without any idea of what was to follow. But all

looked normal as we arrived at Torino airport, a pleasant and human-sized place; it's clear that it caters for the many Brits who transit to the numerous ski resorts in the area, there's even a W H Smith in the departure lounge! An airport coach took me to the centre of Torino where I boarded the super-efficient modern metro at Porta Nuova to whizz me to Lingotto Fiera and the natal site of the FIAT 500.

I went to Padova in October for their major classic show, Auto E Moto D'Epoca 2019, a massive event which rivals our own Classic Car Show and where the FIAT 500 Enthusiasts Club has triumphed as readers will know. One would need to spend at least two days in Padova to do it full justice. My wife put up with an eight hour visit bless her, but I could not tempt her to Torino perhaps unsurprisingly! The Torino show is to a similar formula, specialist parts and services suppliers, autojumble, private and trade vendors and of course clubs, but perhaps only half the size. I arrived at midday on the Friday and left late afternoon, on the Saturday. This gave me plenty of time to 'do' the show and take in some of the local attractions. Dinner at 'Eataly' a sort of supermarket with bars and restaurants embedded, was a real experience. By the way, an 'Eataly' is scheduled for central London in 2021 but Coronavirus may well affect that. The exhibition buildings are adjacent to the old FIAT Lingotto factory.

Lingotto factory

That's the one where the 500 was made for many years and featured in the film *The Italian Job*, with Minis scorching around the banked test track on the factory roof .

The Lingotto Roof Test Track

In the best Italian creative tradition the redundant factory (unlike the fate of similar structures here in the UK) has been converted into a conference venue, commercial centre and the excellent LH Congress Hotel. I didn't have time to take-in the fabled Museo dell'Automobile and as there is an outstanding Galleria Civica d'Arte Moderna so maybe I can persuade my wife to join me next time. The Agnellis have an art gallery on the roof of the factory plus their helipad of course!

The show itself in three massive pavilions, was fairly predictable or put a better way, delivered what I expected. Some outstanding small parts businesses had everything you could want for your 500 and its siblings, Lancias, Alfas and of course some Ferrari stuff too.



Carrozzeriamiola - 500 heaven

Trade exhibits included some impressive major restorers with FIAT Classiche notably present



FIAT Classiche Abarth 2000

There was a surprising number of model car stands and a feast of private cars for sale



Plenty on offer

A gorgeous 1949 Lancia Aprilia caught my eye ...



That Aprilia

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and I confess to looking closely at some 356 Porsches and Citroen DS for sale .



Outstanding DS

There was an interesting Lancia Thema Stretch and of course the 500 Stretch shown in April's magazine.



Thema Stretch

Prices were in general, if one can generalise about asking prices today, relatively realistic and I found the vendors and stall holders very welcoming and attentive; all were only too ready to ship to the UK. A host of Clubs was in evidence; FIAT 500 Club Italia, Topolino Autoclub Italia and various other scions of the FIAT marque. Lancia, Alfa, Jaguar Italia and motorcycle and scooter clubs had good exhibits. The Lambretta Club of Piemonte and Aosta reeled me in (I purchased a TV175 in Padova) and I can now proudly wear their club regalia under my new parka!















Lambrettisti - That's me on the left


I should not forget the Automotoracing Oval hall and the 'pista' enabling enthusiastic drivers and vendors to demonstrate their skills and no doubt sell a few cars and race kit.

All in all a very worthwhile short trip; the show is well organised, good value and its scale less intimidating than Padova. Torino itself has a lot to offer the visitor at more sensible prices than Milano, for instance. I fully intend to go back; maybe that Aprilia will still be on offer but at a FIAT price. Arrivederci, A Presto Torino!

Tim Lovett

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'TECH TORQUE' (&TIPS)

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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.

FIAT PEDAL BOX (Right Hand Drive)

I've recently rebuilt my pedal box, it's on a 1967 500 F. There was some play at the pedals which I wanted to fix. When I stripped it down I noticed the bushes were worn that go inside the pedal arms themselves. These are the originals, they are designed with small splits.



I looked for replacements, and the suppliers I use all had sets similar to this.

(Continued overleaf)



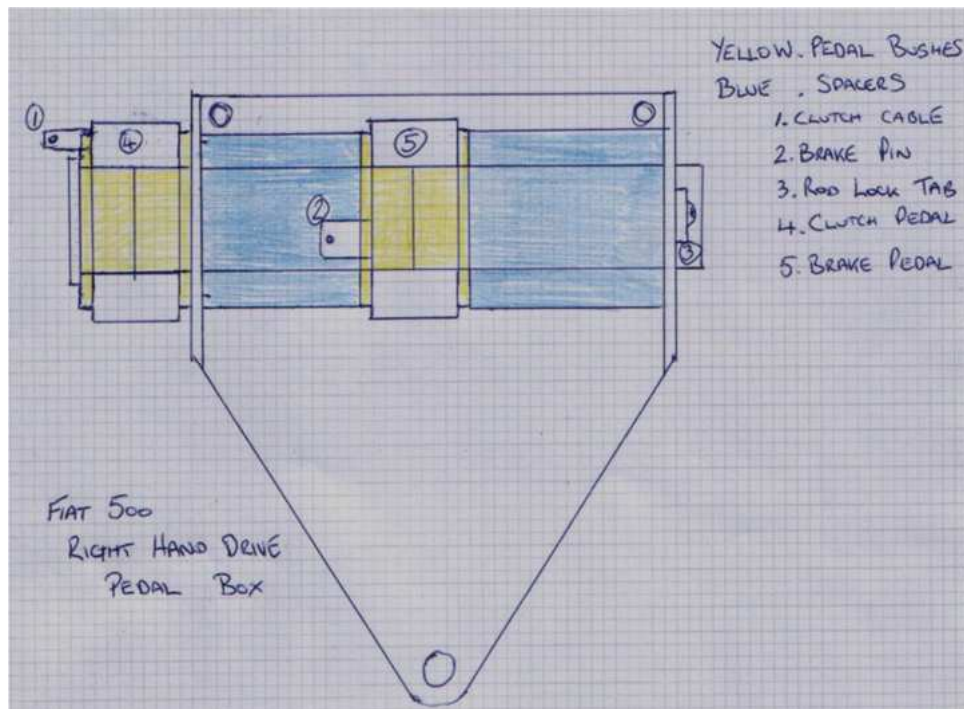
After a bit of head scratching, I realised these were for left hand drive only.

For the right hand drive you need four of the shallow ones in the middle, so you may need to buy two sets, and discard the longer pieces. Other than that, it's an easy job. I could not find any information about this in the Haynes or Fiat Factory book.

Here's a drawing, I must have been bored during lock down, as I even got my crayons out!

Not to scale, I had reinstalled when I decided to draw this. No pedal play now.

Carl





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One Size

STALLING 500 FIAT

Here is my little yellow baby at Car Fest 2012, 24 hours after emerging from the body shop. Next to it is the Giardiniera that Gillian and Janice inherited from their late Father, Eric Boswell. I mention them because their little pet would run for about 15 minutes or so, then peter to a halt, and had to cool down before it would start again.



Q. I ask this because I have a friend with a 1970 19bhp 500 has the same problem (second picture). Ollie was about to join the Club, then moved and had to leave the car 50 miles away, so decided to

sell it. But then good fortune intervened so he and his baby will be re-united and hopefully be joining the club.

He has tried everything he can think of to cure the problem. When bought it was in need of a good service, so he replaced filters, fuel lines, plugs, coil, leads, lower carb spacer gasket, after cleaning the carb out and checking the jets. He also fitted electronic ignition. He removed the fuel tank, cleaned and checked it for rust and found none. He checked and set the timing accurately. He replaced the standard air filter with a "racing" style one, that apparently sits at 90 degrees to the original, and needed new piping to make it fit. I don't think that he replaced the distributor.



Initially it ran well, for time period/mileage unspecified by Ollie, but one day after a fair run, it refused to start until it had rested (cooled) for some 15 minutes. Then began a mild misfire after some 15 minutes of running on the road. It would keep going (and still does) whilst pulling enough revs to maintain say 30-40 mph, but dies totally if the revs drop, as when coming to a stop.

After 15 minutes, it will start again, and the process would be repeated.

Ollie has tried insulating the fuel lines – he said the fuel filter is clean, fuel rather than fuel-plus-bubbles are in the clear fuel line. He hasn't told me of any smells of vaporising fuel, nor leaks. I suggested that the rotor arm may be faulty, but he said it was clean and functional. Could it still be a problem? I was given a £25 one at a service on another car, and when I said "What??!!" was told that recently a load of cheap but faulty ones with failure-prone carbon cores had appeared, and paying more got you a good one.

My Dad used to tell me "It's always the electrics" . He was right. I grew up with all Lucas Parts (The Prince of Darkness) on my MG Magnette, and was well used to Mr Lucas and his wayward products. But Ollie has replaced or checked all likely areas of concern.

I also heard once of a failing timing contact on the flywheel of an unknown car. As it got hot, the timing went awry and it stalled. Is this possible with Ollie's Fiat?

What is it that we may be missing? What did the two sisters Giardiniera have that Ollie may have? Your expertise would be most welcome. If only dear Jimmy de Carlo was still with us. He lived in Church Crookham, just 8 miles away from me, and rebuilt mine, brought new doors from Italy for it, and was a genius. But then so most likely are you! Any suggestions would be most welcome. Thanks in anticipation

David Darley

A. Hi David

I believe that I have the answer to his current car problem as I have had a similar situation with my car, and was also instrumental in advising Gillian on what was causing the problem that you are describing.

In addition to the replacements you described below, I suggest replacing the condenser which is on the side of the distributor, these often fail intermittently and recover when they have cooled. I have also personally had a faulty rotor arm which caused my engine to cut completely for just one second, before resuming to function fully for up to 20 miles before repeating this fault..

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In most circumstances intermittent engine faults can be traced to be either electrical or fuel related. The 500 however has a further trick in its pocket! The "valve clearance" (tappet setting,) (rocker arm to inlet/outlet valve) various terms are used, is fairly small, and as the engine heats up this clearance reduces further and will possibly prevent the valve from closing fully , therefore some of the compression is lost and the engine loses power and eventually stops! As the engine cools the pushrod (which is steel and about 15cms long) returns to its original length and the engine will again run.

Solution is to accurately reset the valve clearances, possibly a tiny bit loose just to prove the point.

I gave this info to Gillian who passed it on to her mechanic and the "Giardi" immediately regained its performance.

Regards, John Jenkins.

P.S. A rotor arm does not have any carbon element, that is in the centre of the distributor cap perhaps you have confused the two, £25 for a rotor arm would be outrageous, but for a distributor cap reasonable.

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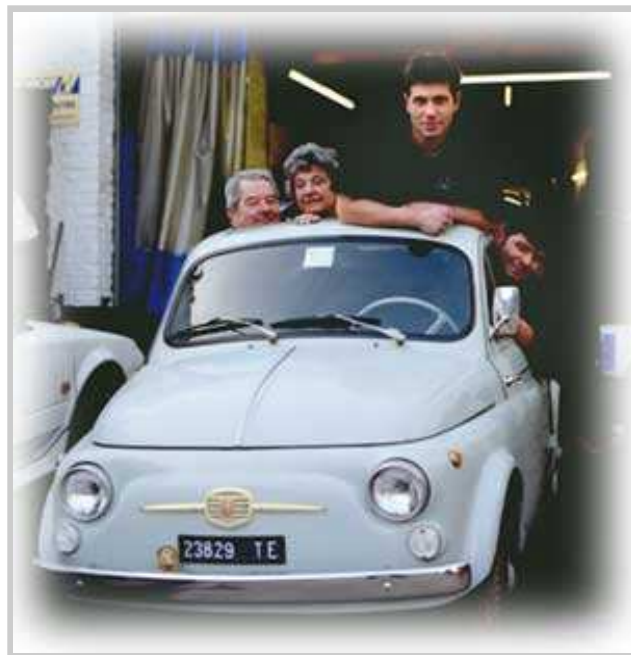
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The advertisement features a red Fiat car (likely a Fiat 500) positioned on top of a globe of the Earth. The text 'World leading in parts!' is written in a stylized font with a red underline. A blue circular badge on the left lists car models: FIAT 500, FIAT 126, FIAT 600, and TOPOLINO, with a small Italian flag icon. The website address 'www.fdricambi.com' is at the top in a red banner, and the slogan 'FOR EVERY CLASSIC FIAT PART YOU WILL EVER NEED' is at the bottom in a green banner.

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FOR SALE

1952 Fiat 500C Topolino.



Purchased in 2014 by current owner. Before that, the previous owner, a gentleman in Trieste, had owned the car for 20 years. He restored the body and rebuilt the engine when he bought it. In original condition it offers the new owner the chance to carry out some minor improvements. With it comes a Haynes Fiat 500 owners workshop manual and a copy of the 500 shop manual (English) from the Fiat Service Department, Turin.

£7,000 Ono Contact: ansaphone 01646 601565 email: rodger.1946@icloud.com

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

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FOR SALE



I have an original Fiat 600 Sedan & Multipla 'Shop Manual' for sale. This is the trade bible by Fiat for servicing 600s including Multiplas.

It's not dated but suspect that it's probably pre-1960 as it doesn't cover the 600D. A4 sized perfect-bound softback, 345 pages. Copiously illustrated with diagrams, B&W photos, charts etc.

Amazingly good condition for its age, very clean, very slight cover delamination, but all the inside pages completely clean - obviously never used for it's intended purpose.

Later versions available on eBay from £70 upwards - if you can find them. Reproductions from £40. Open to offers, or swap for 500 equivalent or good Weber 26 OC 10 Carburetor.

Contact: Brian Lloyd blloyd61@gmail.com or WhatsApp me on 07879412472.

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ANSWERS TO ONLINE QUIZ pgs. 8/9

1. What was the first car to be mass produced?

Ford Model T

2. What motor car was infamous for its square steering wheel?

Austin Allegro

3. What year did the first BMC mini roll off the production line?

1959

4. What is particularly interesting about the inventor of cruise control (1948) ?

Ralph Teetor, blind at 5

5. Amongst classic car fans, what is FIAT jokingly said to stand for?

Fix it again Tony

6. What classic car did Inspector Morse drive?

Jaguar Mk2

7. What car has a pony in its logo?

Ford Mustang

8. Which car manufacturer secretly bought Bentley in 1931?

Rolls-Royce

9. Amongst classic car fans, what is LOTUS jokingly said to stand for?

Lots of trouble usually serious

10. The VW Golf claims to have invented the hot hatch. Name 1 of 2 built before the golf.

R5 1976 or Simica 1100 1973

Who drives this car?

1. Batman, it's the Batmobile from Batman Begins

2. James Bond, the 1976 Lotus Espirit, from The spy who loved me with Rodger Moor

3. Del Boy aka Derek Trotter from Only fools and Horses

4. BA Baraccus, from the A-Team

5. Bo and Luke Duke, from Dukes of Hazard

6. Teenage Mutant Ninja Turtles, it's their Party Wagon

7. Scooby Doo and CO.

Name this car

8. Chitty Chitty Bang Bang 9. Kitt, from Knight Rider 10. The Gigahorse, from Mad Max

Movie Round

1.Red, White, Blue 2.Delorian, made by DMC 3.Marty McFly & Dr Emmett Brown

4.Lightening McQueen 5.Le Mans 24 hour race 6.A white Beatle 7. 48 cars in the

1974 version, and 50 cars in the 2000 remake 8.Eleanor 9. Parker 10.Chitty Chitty

Bang Bang 11. 8 films (excluding the 2019 spin offs)



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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

Dougal Cawley	South Yorkshire
Wayne Evans	Wales
Peter Harrod	Leicestershire
Stephen Berry	Cambridgeshire
Christer Liljenberg	Sweden
Paul Stevenson	North Yorkshire
Ann Lewis	Surrey
Gavin Turner	Gloucestershire
Peter Brooks	Dorset
Gavin Weir	Greater London
Philip Shepherd	Warwickshire
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Hugh Edwards	Wales
Marco Di Paola	Greater London
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email magazine@fiat500enthusiasts.co.uk

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