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FEBRUARY  
2021



*Seaside 500 Tollesbury, Essex*

[www.fiat500enthusiasts.co.uk](http://www.fiat500enthusiasts.co.uk)

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## CLUB NEWS

### FROM OUR CHAIRMAN

We have the great pleasure of welcoming Brian Lloyd onto the Committee, and as our future Club Events Coordinator.

He has chosen the perfect time to take on this role as of course we all are looking forward to getting out and about in our 500s .

At present while there are very few events that have been confirmed, I have no doubt that behind the scenes there are large numbers of event planning teams representing Clubs and commercial ventures that have their usual event firmly pencilled into the calendar and are eagerly awaiting good news.

Brian has the advantage of starting with a clean sheet, but has clearly made us aware that he has a range of good ideas to keep us all occupied whichever way the future unfolds. Please support him by keeping an "ear to the ground" in your locality for upcoming events and forward that info to him, no matter how small that event may be.

There will be many deserving charities planning essential fundraisers that would be delighted to have even a few cars in attendance, and hopefully a great deal more. Everyone loves the 500. Be Safe!!

John Jenkins

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Dear Members

#### Good News - Introducing Brian Lloyd our New Club Events Organiser

See above for our Chairman's welcome message to Brian, and on pages 6-7 Brian introduces himself and his ideas to us all. Pages 21-24 contain an article charting Brian's Giardiniera 'Gina' out and about during 2020.

**FIAT 500 ENTHUSIASTS AGM** Please see over leaf for full details.

Your views requested Mindful of the need to reduce our carbon footprint and our costs, it has been suggested at a recent committee meeting that we ask our members if they would be happy to opt for a digital magazine possibly via the members' section of the website. We are keen to assess demand for this, so if we are able to offer this would you be happy to opt for a digital magazine? There is absolutely no pressure on those who wish to carry on receiving the magazine in hard copy form. Please let us know your views by getting in touch with the editor (contact details opposite)

**Membership Renewals Reminder** Please find details on how to do this on pages 9-11.

**Chairman's email address** \*

We are currently experiencing problems with this email address. Our chairman is concerned that members may have tried to contact him without success. So, until further notice please direct your email queries to [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk) marking them **FAO The Chairman** and I will pass on your message. JS

**FIAT 500 ENTHUSIASTS CLUB ANNUAL GENERAL MEETING**

We are pleased to invite you to our Annual General Meeting.

To be Held On-Line (via Zoom) on **24 February 2021 at 7pm.**

If you would like to 'attend', please

email [membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk)

Attendees will be e-mailed a link that will enable them to 'dial in' on the night - we envisage the meeting lasting for a maximum of 90 minutes.

**Agenda**

1. Welcome and apologies – DP
2. Membership update – PS
3. Magazine update – JS
4. Finance update – CG
5. Events news – BL
6. Web and social media update - NC
7. Shop – JS
8. DVLA update - DP
9. Re-election of existing committee members - All
10. Any other business and members suggestions – Members

Minutes of the meeting will be available to anyone that requests a copy - please e-mail [membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk)

An abridged summary of the meeting will be published in the April edition of the Club Magazine.

If you have any questions about the above, please e-mail [membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk)



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## Dear fellow Fiat 500 club members,

Hi! I'm Brian Lloyd and I've volunteered to be the new club events organiser.

I realise that this role has been vacant for some time, but to be honest there probably wasn't much call for it in 2020!

Looking forward, although it's still going to be a while before we can do much socialising, now seems a good time to start discussing what you want to do when hopefully a bit more freedom returns, plus better weather and no salt on the road!

Everyone probably enjoys different aspects of Fiat 500 ownership, so feedback from as many of you as possible will help shape the events calendar for the year.

I've owned my Giardiniera since the summer of 2018. The poor thing lives under a cover outside our house – so does tend to get year-round use. That's the only plus point of not having a garage. For me, the biggest joy of owning it is driving it, both for the fun and challenge of driving it well (not crunching the gears!) and enjoying people's reactions to it.

So my aim is to give as many of us as possible an excuse to get our 500 out, and go for a drive somewhere, and hopefully meet up with more 500s or at least some like-minded people.

There are broadly 3 types of events that we can get involved in.

1. Organised events that we can make a club presence at. These may be in short supply this year – but we can still make plans. We can determine whether space can be made available within the event for members to bring their cars, or simply meet in the car park, or en-route for a club procession. (eg. Auto Italia at Brooklands, The London Classic Car Show, The Glossop Car Show, Stratford Upon Avon Festival of Motoring, The Classic Car Show at the NEC etc. It is anticipated that some of these may not happen in 2021)
2. 500 Enthusiast Club specific events. These by their very nature require more organising, and are subject to the distribution of our members around the country – geographically just under 45% of members are in the South East, so in parts of the country there may be only a couple of owners within what could be deemed a sensible distance to drive (in a 500!). We can investigate links with the Fiat 500 Club to increase the chances of there being sufficient cars in the more sparsely populated (by our membership) areas of the country. (eg. Drive outs to a venue, a classic car collection or just to meet for coffee)
3. Ad hoc, local classic car gatherings. Where I live, around SW London, and N Surrey, there seems to be something happening pretty much every Sunday morning through the spring, summer and early autumn. I assume the same is true of the rest of the country?

The challenge is finding out about them, and publicising them to the wider membership in a timely manner.

(eg. Classics and Cake at Duke of London, Walton Bridge Car Show, Waterloo Classics, Sunday breakfast at The Black Swan Ockham and Goodwood, etc)

Apologies for the SE bias of the above, they're just the ones that I know about and have experienced over the last couple of years. I really need 'heads ups' for any other similar events up and down the country - I'm collating a database of all that I can find out about, and will update it with your input - please : )

The beauty of route 3 is that they tend to be more frequent, so when life (or weather) gets in the way of one particular event – there's usually something to do the next weekend, rather than wait possibly months for another big event to come around.

The difficulty (apart from finding out about them) is communicating what's happening and when to as many people as possible – even if it's just sending out a “who's going to xxxx on Sunday morning? See you there at 9.00!” message during the preceding week.

We could send out a weekly all members email? We could use Facebook or Twitter? Currently I use WhatsApp and Instagram to communicate with groups of like-minded individuals. Please let me know what would be best for you?

How would you feel about local WhatsApp groups of the members closest to you, so you could keep in touch and prompt one another to action?

That's enough for now, to get the ball rolling. I'd welcome all thoughts and feedback about your preferences please, to [blloyd61@gmail.com](mailto:blloyd61@gmail.com) or on WhatsApp 07879412472.

We can only tailor events and activities to what people want, if we know what people want. So tell me, please! We'd like to kick off this year's activities with a strong showing on National Drive-it Day, April 25<sup>th</sup>, restrictions allowing. Details to follow.

Looking forward to meeting as many of you as possible over the coming year(s). To help you recognise me, see pic below of me, my son & Lemmy (the dog).

Cheers

**Brian Lloyd**



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## **MEMBERSHIP RENEWAL**

Further to January's Newsletter, here is a reminder about Membership Renewal. This applies to anyone who joined the Club prior to March 2019 (with Membership Number up to and including 584)

If you joined after February 2019 it might be of general interest but it is not directly relevant so please feel free to 'look away now' and move on to the rest of the magazine.

Around two thirds of our membership joined prior to March 2019 and if you are in that group, your membership renewal is due on 15 February 2021. Anyone joining after February 2019 renews on the anniversary of their joining date.

We are pleased to confirm that the annual subscription has been held at £20.

If you pay your subscription by Standing Order, there will be no action to take - the renewal will go through automatically and you will not receive any e-mail or communication about your renewal. It will just happen and you will continue to receive our magazine and be entitled to benefits including, potential discounts on insurance and parts, access to technical assistance and opportunities to meet up with fellow members.

If you pay your subscription by cheque, you will be e-mailed before renewal date and invited to go on-line to complete a very simple renewal process. This will allow you to pay the renewal on-line using PayPal or, to continue with a cheque payment. (There are a small number of members for whom we hold no e-mail address and they will receive a letter ahead of renewal with details of what is required. Whilst we anticipate that most people will renew on-line, we recognise that some people have no access to a computer or, would prefer to renew via cheque and post).

If you decide to make an on-line payment and renew via PayPal, you can do this from a PayPal Account or, via debit or credit card. It is important to note that there is no cost for using PayPal (and you do not need to pay for a stamp to post a cheque) - also, you do not need to have a PayPal Account to use the facility. It is open to all and PayPal will accept most types of card including, American Express.

To recap:

- The majority of our members have a renewal date of 15 February - but please note that anyone who joined after February 2019 will renew 12 months from the date of joining
- Those who pay by Standing Order do not need to take any action
- Those who have historically paid by cheque will receive an e-mail notification inviting them to renew on-line where, we are pleased to say, subscriptions can now be paid via PayPal using a PayPal Account or a debit/credit card
- For those who do not wish to renew via e-mail/on-line, no problem - alternative methods are available

### Renewal Invitation

If you receive an e-mail inviting you to renew, you will be given a link to the membership database. When you click on this it will bring up the following screen:



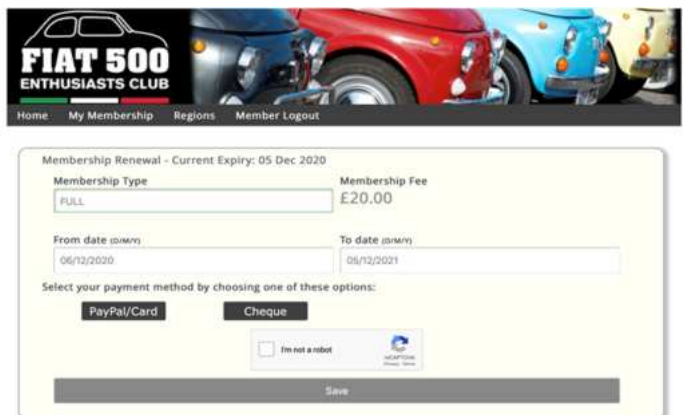
The screenshot shows the top navigation bar of the Fiat 500 Enthusiasts Club website with links for Home, My Membership, Regions, and Member Logout. Below the navigation is a search form titled "Find My Record". The form contains the following fields:

- Membership Number
- Last Name
- Post Code
- A Search button

Below the fields is a small instruction: "Enter all three search fields so that we can be sure to find your membership record."

You will be asked to input your membership number (this will be shown on the e-mail that you receive), your last name and your post code. Having provided the details, you will need to click on 'search' and the database will then bring up the renewal screen.

Please see opposite:



The screenshot shows the "Membership Renewal" form on the Fiat 500 Enthusiasts Club website. The form includes the following details:

- Membership Type: FULL
- Membership Fee: £20.00
- From date (dd/mm/yy): 06/12/2020
- To date (dd/mm/yy): 06/12/2021
- Current Expiry: 05 Dec 2020

Below the form, there are two payment options: "PayPal/Card" and "Cheque". There is also a checkbox for "I'm not a robot" with a CAPTCHA icon. A "Save" button is located at the bottom of the form.

Once you select your payment method, the page opens up and gives you an opportunity to review our Data Protection policies. Please see below:

The screenshot shows a web form titled "Consent to use your Personal Information". The form contains several sections:

- Consent to use your Personal Information**: A heading followed by a paragraph: "Please review the following statements and acknowledge your consent for the Club to use your personal information in the manner specified below."
- Questions**: Five questions, each followed by a text input field:
  - What do we use your data for?
  - Who can see your information?
  - How long do we keep your data for?
  - Where can you find further details of our Privacy Policy?
  - How can you update your details in the future?
- Termination Notice**: A paragraph: "If you wish to terminate your consent with the Fiat 500 Enthusiasts Club, you can do so anytime by contacting the Club officials."
- Consent Statement**: A checkbox followed by the text: "I consent to my personal information being given to the Fiat 500 Enthusiasts Club and used in accordance with normal Club business as described above."
- Anti-Bot**: A checkbox labeled "I'm not a robot" next to a reCAPTCHA logo.
- Save Button**: A large black button with the word "Save" in white text.

At the bottom of the page, there is a dark footer bar containing:

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- CROSSMEMBER - Club Membership & Management
- Version: 3.2.1
- Cookie Policy Privacy Policy
- A "SECURE" badge with a lock icon and the text "Powered by SSL"

If you wanted to, for example, read about 'What do we use your data for?', you would simply click on the sentence and it would open up to show the answer.

Having reviewed the policy you are asked to provide consent to this by clicking in the box next to the consent statement.

Finally, you just need to confirm that you are not a robot and then save the information - having done this you will be invited to pay via PayPal if you have selected that option. Alternatively, if you have opted to pay by cheque you will be advised where to send the payment.

It should only take a few minutes to complete the process and having done so, we would recommend that you select 'Member Logout' from the options under the Club Banner at the top of your screen.

A big thank you in anticipation of your renewal - we really appreciate your support and look forward to your company in the year ahead.

If you have any questions and or, need additional information, please do not hesitate to contact the Membership Secretary at:

[membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk)



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## A PRECIOUS POSTER

*Following on from seeing this picture in December's issue of the magazine, Craig kindly sent in a photo of his cherished poster along with its story.*



My late father always had a few classic Fiat 500s and that always sparked my interest in the car.

In his garage he had this poster. It hung there for years and years and suffered a bit of wear and tear, or 'additional character' as I like to call it.

When I cleared his house I rescued the poster and took it back to Austria with me.

A few years ago my wife took the poster to

a shop to have it repaired a bit and framed and gave it to me for my birthday

I love the poster and have it hung very proudly in my home office. It brings back great memories of spending time being driven around in the car and hours in my father's garage fixing the cars

I thought it maybe of interest to the members.

Craig Falls





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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.*

## **'TECH TORQUE' (&TIPS)**

*Following on from "Rubber Cranks Don't Bend" article in the Dec issue, 'Topo Peloso' explains a couple of maybe unfamiliar terms.*

**Porting** Cylinder head 'Porting' is the process by which the intake and exhaust ports (or, 'tracts') of a cylinder head are changed to improve the engine's performance.

Daily human experience with air would leave one to believe that it is a light , nearly non-existent 'substance'. This is because we are moving through it very slowly. However, speed this 'substance' up to the velocity that it is going through an inlet port (or 'tract') and it becomes thick, sticky, gooey and unbelievably heavy. In many ways it is a bit like water - move your hand slowly through water and there is very little resistance - smack the flat of your hand down hard on water, and it 'don't arf flipping urt'!

It is widely believed that enlarging the inlet and exhaust ports to the maximum possible and polishing them to a mirror finish is what 'porting' is all about. Wrong! cylinder heads, and the design of their inlet and exhaust tracts, are normally a compromise between performance, economy and manufacturing costs. On a high speed, highly developed engine, the ports might be opened up to their maximum to prevent flow restriction; larger ports will flow more mixture at high rpm but at low rpm, due to a lower mixture velocity, torque will be sacrificed - not something you want on a 'road-use-only' engine.

Despite what one might expect, a mirror finish on the inlet port is not required; this is because a mirror-finish will not allow a flow-assisting 'boundary layer' to be created (think, dimples on a golf ball). Flow-bench test comparisons between a 'textured' finish and a 'polished' finish on an inlet port have often shown less than a 1% difference in flow-rate. On the other hand, the exhaust port DOES require a very smooth finish to assist (a) the dry-gas flow and, (b) minimise exhaust by-product build-up.

Valve size must also be taken into account when porting a cylinder head - bigger valves do not always mean more power. Porsche, on their 911-GT3-RSR race engines reduced the sizes of both the inlet and exhaust valves and achieved a performance increase. There is an acknowledged optimum ratio between the size of the inlet valve vis-a-vis the exhaust valve and between the bore diameter and the valve sizes.

Porting, even a small cylinder head, is not a '5 minute' job, I reckon to spend about 12hrs on a 500/126 head (and the exhaust manifolds). There are a number of good books on the subject; two of the best being *'Four-stroke Performance Tuning'* by:- A. Graham Bell (It is a 'Haynes Publication' book) and, *'How to Port and Flow test a Cylinder Head'* by David Vizard.

**Piston-slap** In my article concerning the re-building of the engine in my 'Abarth 695' replica, I mentioned that the cause of the engine 'rattle' turned out to be 'piston-slap'. This is not something that is heard much (if at all) on modern engines, so what is it?

In non-technical terms it means that the piston is wobbling as it goes up the bore and is 'slapping' against the sides of the bore. On a more technical level, 'piston-slap' is generally caused when the cold-running clearance between the piston and the bore-wall is large enough that, as the piston goes up and down the bore, it rocks from side to side, and 'slaps' the side of the cylinder wall. If the excessive clearance is only marginal there is a good chance that the noise will go away as the engine warms up.

One way of preventing this problem is to design the engine to the DESAXE principal - a design feature where the crank-shaft centre-line is offset from the cylinder centre-line, often by about 12 to 13mm. Engines that have used this principal range from the Ford 'flat-head' V8 through to VW's VR5 and VR6 designs and the Toyota Prius.

Will 'piston-slap' damage the piston? Quite possibly if the engine is revved when it is still cold. Will thicker engine oil cure the problem? Unlikely, and using a thicker engine oil could cause more engine damage, especially when the engine is cold and the oil doesn't circulate properly.

Sadly, the only sure cure for 'piston-slap' is to heave the engine out, have the piston-bore clearance measured and then, probably, have the engine re-bored and new size-matching pistons fitted.

Piston-slap is not confined to 'old' or 'classic' engines, it is something that modern engines can suffer from - the smaller VAG engine range (and stripping one of them is NOT recommended by VAG!) and some of the GM (Chevrolet, Pontiac et al) range suffer it when the mileage gets into 6 figures. The cause of MY piston-slap was that I honed the bores during an over-winter rebuild, and took the barrels from 'just OK' to 'out of tolerance' - stupid boy!



## TECHNICAL TEAM CONTACTS

NAME	INTEREST	CONTACT	AVAILABLE
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John Jenkins SW	General	Via: - magazine@fiat500enthusiasts.co.uk	—
Phil Swallow	Collation. Please copy Phil in on queries	membership@fiat500enthusiasts.co.uk	

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## 'LUIGI'



I thought I would like to share my story. I bought my first Fiat 500 45 years ago, who would have thought they would become an iconic classic. Purchased for just £120 I had great fun and cheap motoring and I can't help wishing I had a barn full at that price.

Newly purchased, my new 500 classic round speedo baby, Luigi 3 got its first outing on Christmas day and didn't fail to impress me and everyone who saw it, I love these cars but my original plan was to buy myself a Bentley. I had driven to London to do the deed, " Fiat " stepped in, excuse the pun, when I saw this little baby at the side of the road - to cut a long story short I knocked on the door and bought it! But first I had to justify the price and this was my thought process .

- You can keep it in a cupboard under the stairs!
- It's a usable classic, let's face it what can go wrong? And a gearbox is the same price as the Bentley spare tyre .
- **Appreciating Classic!** I have done quite a lot of research, since 2018/19 they have gone up by 33% and overall the trend is they have increased in value every year by as much as 18%.

But the biggest factor is whether you're going to a wedding, party, or just out for the day they make everyone smile, and right now I don't think that is a bad thing. They rally lift people, a conversation starter and



everyone has a story, so whether it's the local Italian take away giving you a free Pizza to park outside or the Ferrari man getting annoyed because you're getting all the attention they are a WIN WIN.

Peter Fox



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## GETTING OUT IN THE GIARDINIERA

2020 has been a memorable year for many reasons – but I wouldn't have expected sociability to have been one of them. However looking back through my photos I realised that classic car meets were a great way of getting out, seeing people whilst maintaining social distancing, and remaining in the open air.

I started the year full of enthusiasm. It was my second full year of 500 ownership, and having had the engine rebuilt, and a persistent carb air leak sorted, Gina the Giardiniera was going better than ever. Added to which I had met a bunch of local petrol heads through Instagram who kept me informed of many local events that I'd otherwise been unaware of.

It helped that it was a mild winter, with no salt on the roads (in SW London and N Surrey at least), so we got off to a good start with Classic Cars Sunday Breakfast at the Black Swan in Ockham on January 12<sup>th</sup>, and Classics and Cakes at Duke of London, Brentford on the 19<sup>th</sup>.



*Duke of London Brentford*

At both meetings I was delighted at the reception Gina got, initially feeling out of place among all the far more exotic machinery, but the welcomes could

not have been more enthusiastic or genuine. Everybody seems to love a 500. This was to be a recurring theme throughout the year.

March started well with a drive out to the Tamp Coffee meet in Chiswick on the first, followed by a taste of what was to come at Duke of London for another Classics and Cake on 15<sup>th</sup>, by this time coronavirus was looming, and

lot of awkward social distancing was evident. Still a brilliant day. But within a week we were locked down, though it seemed unimaginable at this stage that it would be for so long.

We tentatively emerged from lockdown to venture out to Chiswick for another Tamp Coffee meet on 31<sup>st</sup> of May. I then took up an offer from @douzecoupes (on Instagram) to join in on a little 'jolly' the following Sunday through the Surrey Hills from Epsom Downs to The Snooty Fox at Shalford for a socially distanced coffee.

I looked on Google Maps, it was just over 20 miles – that should be fun. I arrived at 8 am to be greeted by a fantastic collection of cars including 1970's Alfas, a Mk 2 Jag, a full race prepared Ford Galaxie 500, and several others.

We set off with the contingency plan that if I broke down, the Fiat would probably fit in the boot of the Galaxie : )

Things I learnt that day... It's much more fun driving a slow car quickly than a quick car slowly.

Make sure you know the route first – as we passed



*'Valentina' at Tamp Coffee Meet*



*Surrey Hills*

Petworth I realised that we were taking the 'scenic route'. Always have the phone number of one of the passengers in the other cars! I didn't.

I kept up for most of the way, only losing 'the pack' when they got onto the dual carriageway A24 and they disappeared off into the distance. Luckily I guessed right about the route we were taking and caught up with them all at the next 30mph village : )

My 20 mile Sunday bumble through the Surrey countryside turned out to be a 60 mile thrash – and the most fun I've ever had in a car. And we got a lot of compliments for keeping up as well as we did. It was fortunate that I hadn't brought my wife and dog along, I don't think that they'd have enjoyed it as much.



Next Sunday morning there was a meet in Berkeley Square, Mayfair. Driving around a sunny, deserted London was amazing. The following Saturday I joined in the well-attended Waterloo Classics protest drive – the congestion charge was about to be extended to cover weekends – thus killing off free access to most of Central London to car meets. Ironically, the congestion was awful, so it turned into a bit of a clutch pumper, but unlike several of the more exotic cars there, the Fiat didn't overheat!



From July to the end of the year the ever changing restrictions meant that the pace slowed a little, I went to eight more events, in addition to the previously mentioned venues, the Walton Bridge Classics was notable for it's size (and several 500s present) and Supercars at Stonor Park had Gina mixing with the big boys again.



*Stonor Park*

In summary, I did over 3,500km going to 16 events and made many new

friends. My long suffering wife and dog were made extremely welcome every time they joined me – and all of this was achieved while maintaining both

the spirit and letter of whatever restriction was in place at any given time – rule of six, tier 2, etc.



*'Piccola Bianca' at Hampton Court*

I'm sure there is an equally rich variety of events around the country – please let me know about the ones near you.

April 25<sup>th</sup> is National Drive-it Day, let's try

to get as many 500s out and about, and meeting up as possible, pandemic rules permitting. Look out for more details soon, by email or in the magazine.

Brian Lloyd

Email [blloyd61@gmail.com](mailto:blloyd61@gmail.com) or [events@fiat500enthusiastsclub.co.uk](mailto:events@fiat500enthusiastsclub.co.uk)

07879412472 on WhatsApp

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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



For sale is my lovely Fiat 500 L registered in 1970.

It is a RHD and I have owned it for 13 years. I had it professionally restored when I purchased it. Most of the panels are new and there is a photographic album of all the work completed including the bodywork, mechanical and repainting back to its original Positano yellow colour.

The engine is a 650cc rebuilt by Jimmy Di Carlo and fitted with a sports cam, performance exhaust and a larger carburettor which makes the car perform very well. The transmission was also built by Jimmy.

The front suspension and king pins have been rebuilt and front disc brakes fitted. The car is immaculate, wax oiled to death and has always been garaged.

Its first trip out following restoration was to a concourse where it won first prize for best classic car (trophy comes with car).

Sadly, the car is not being used and sits in my garage so time for a new owner. If the price is right, I will include a spare engine and gearbox plus a few other parts, including an original tiny Fiat 500 radio which is extremely rare.

The car is in Camberley.    £12000    Please call Kate on 07787 806423

## FOR SALE

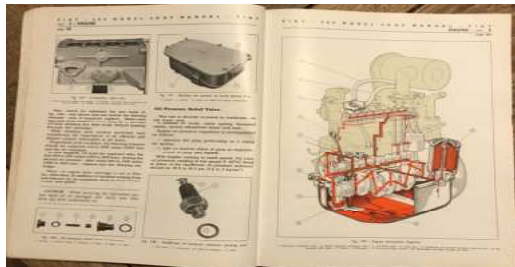
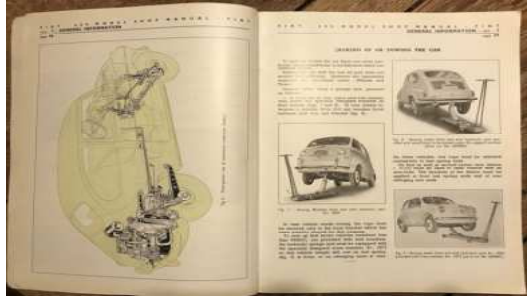
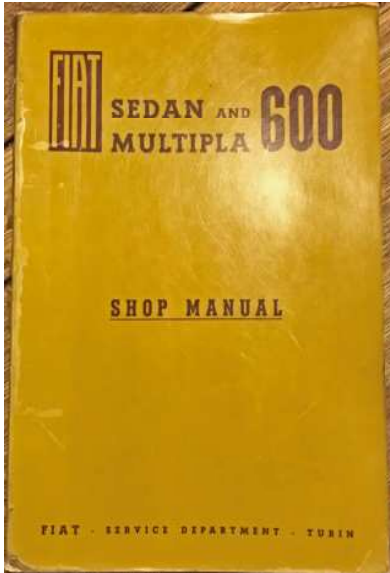
Autobianchi Fiat 500 Giardiniera. Affectionately known as Luigi, he is a yellow, LHD and gets a smile wherever it goes! Luigi is said to have been driven in Italy prior to being imported to the UK in 1973 (declared manufactured). It's bodywork has been restored and I have tried to keep everything as original as possible. Luigi comes with suicide doors, a single circular speedometer and fold back sun roof, all in working order. Mileage 07740. The passenger seat vinyl could do with updating and the rear driver's side hubcap is a bit loose.

Luigi is currently in Hertfordshire, but I will be moving to a hilly part of Dorset at the end of 2020.

Any best offers over £5000 considered. Contact Nat on 07887808220.



## 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 its 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](mailto:blloyd61@gmail.com) or WhatsApp me on 07879412472.

## 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

Contact Keith on 07778 383552 or 01372 469240 or [keith@avico.com](mailto:keith@avico.com)



## FOR SALE

Quality Front Brake Disc Conversion Kit, including 2 x wheel adaptors plates, 2 x front flexible brake hoses and drilled disc brakes.

This kit is easy to install, will fit onto your standard wheel and suspension set up for 500 and 126 models and comprises of fully reconditioned and painted brake callipers, reconditioned stub axles and new drilled discs and brake pads.

The components are from Fiat Punto 55 making any future maintenance hassle free when sourcing the serviceable parts.

£430 +postage. Contact Giuseppe: 07967 242752.

## 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

X 2 Steyr Puch posters 70 x 50 cm £15.00 each inc. pp.  
Contact Jenny Squillaci [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk)



**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](mailto:rodger.1946@icloud.com)

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## EVENTS

As you will have read elsewhere in the magazine Brian Lloyd has kindly agreed to become our new Events Organiser. One of the first events he is keen for us to embrace is the 'Drive it Day' (see below). We will keep you informed on this and other events planned for 2021, so look out for news of these in the very near future.

### 2021 Drive it Day

scheduled for April 25th

FBHVC announce charity partnership with Childline®  
for National Drive it Day 2021

### NEW MEMBERS

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

Darin Davis	Surrey
David Patten	E. Sussex
Patrick O'Sullivan	Herts
John Jackson	Essex
David Ellison	E. Yorks
James Chalcraft	Hants
John James	Berks
Luigi Buongiorno	W. Yorks
Claire Camplisson	S.E London

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