

18



JAN
2012



www.fiat500enthusiasts.co.uk

ORGANISING TEAM

| | | |
|---|---|---|
| Chairman | John Jenkins | Chairman@fiat500enthusiasts.co.uk Tel: 02380 730765 |
| Secretary | Position vacant | |
| Treasurer & Membership Secretary | Steven Abbott | Tel: 01483 715656 Membership@fiat500enthusiasts.co.uk 33 Sandy Lane, Woking, Surrey. GU22 8BA. |
| Advertising | Peter Siddall | Advertising@fiat500enthusiasts.co.uk |
| Website | Nathaniel Cross | Web@fiat500enthusiasts.co.uk |
| Events | Sheridan Bowie | Events@fiat500enthusiasts.co.uk 07909 522141 |
| Editor | Jenny Squillaci | Tel: 01256 478387 Magazine@fiat500enthusiasts.co.uk Sabratha, Woods Lane, Cliddesden, Basingstoke, RG25 2JG |
| Committee | Eric Boswell Dianne Morrone Vincenzo Morrone Vittorio Squillaci Peter Siddall Angela Bowie | Tel: 01489 573866 01403 211119 01403 211119 01256 478387 07919 404631 petesiddall6@gmail.com 07767 3747010 sheridanbowie@btinternet.com |
| European Delegates | James & Jan DiCarlo | Europe@fiat500enthusiasts.co.uk |

Hi and welcome to 2012 Happy New Year to everyone!

On behalf of the club organising committee I would like to wish a very happy and prosperous new year to all our members.

2012 will hopefully have had a great start (weather permitting) with the January 1st Brooklands classic gathering (I'm writing this in December) being a chance to the hardy to clear their exhaust and set the tone for the year ahead, but before we put 2011 behind us, I would like to say a most sincere 'thank you' to each of the organising committee members, who have all given much time, effort and more to make our club as successful as it is and so enjoyable to be a part of.

The stability of having everyone willing to continue in their current positions, and subsequently being able to fill several vacancies has being invaluable and important for our future.

The revision of the website is on schedule for launching soon and herald's our next step forward when we expect to make further announcements so the future looks very exciting!

Drive safely

John Jenkins

FROM THE EDITOR A very happy New Year to all our members.

Thanks to Nathaniel Cross we have made a brilliant start to 2012 by getting our new **website** up and running. Details of the site and of our new Twitter facility are on the following page.

Forthcoming Events are yet to be confirmed. Our website has preliminary details, but we should have more definite news for you in the February Newsletter and, of course, keep checking the website.

Huge thanks to all who have contributed articles, cartoons, photos etc. during the last year. If you have not yet sent me contributions please consider doing so. Anything you think may be of interest will be gratefully received.

JS

LAUNCH OF NEW WEB-SITE



[What We Do](#) · [How To Join](#) · [Events](#) · [Contact Us](#) · [Gallery](#) · [Magazine](#) · [Forum](#)

For quite some time now the club's website has been giving visitors the discouraging message 'New Website Coming Soon...' At the recent Christmas meal John asked for a volunteer to build a new site. I was desperately hoping someone else would put their hand up but, as no-one did, I ended up taking on the job. This has proven to be time-consuming but enjoyable and I'm pleased with the progress so far.

If you haven't seen the new site yet, please go to www.fiat500enthusiasts.co.uk and take a look. A website can never be said to be truly finished, and further improvements will be made over the coming weeks. There is going to be more content added as soon as possible, including a much-needed Fiat 500 history.

I've been lucky to have help with the graphic design from designer and club member Roberto Castiglione and also a friend of mine who's a web designer. They've improved my initial efforts so that it now looks much more slick and professional. The photos have all come from club members - if you have any suitable please email them to me.

Building the web pages is only part of the job, the other challenge is ensuring that we feature prominently in Google search results, because that's how many potential new members will find us.

I've also created a Twitter feed [@Fiat500ClubGB](#) to promote the site. The Fiat 500 Club Netherlands have several hundred Twitter followers so this has the potential to become an important communication method for us.

I'd be very pleased to receive your feedback, good or bad. And if you have any photos which you'd like to contribute then please send them to me at web@fiat500enthusiasts.co.uk

Nathaniel Cross

From the Membership Secretary

Changing to a 'Club Year' has been a time consuming transition, but the benefits to your Club will start coming through early in the 2012 season. To complete it, I desperately need any remaining Standing Order forms completed and returned, so can get them to the banks in time to process. To allow for any hiccups within the banks, I need to have as many as possible back to me as soon as possible.

Membership Renewals

All memberships will be due for renewal in March, for reasons already mentioned in previous correspondence, standing orders are the preferred option, but whether you choose to pay by standing order, cheque or postal order I would be very grateful if you could return payment and renewal form in good time for the start of the new membership year.

No payments will be taken for standing orders, cheques or postal orders until the middle of February.



If you need another form, or are not renewing, please email membership@fiat500enthusiasts.co.uk or call Steven on 01483 715656

Fiat 500 Enthusiasts Club, c/o 33 Sandy Lane, Woking, Surrey, GU22 8BA

Hope you had a lovely Christmas, and look forward to seeing you in the New Year.

Best wishes.

Steven Abbott

COMPETITION



WHAT ARE THEY?

This photo taken at Brooklands on January 1st, with some of our 500's and 126's in the background, but can you name the make and model of the two foreground classics ?

Answers by email to the editor, magazine@fiat500enthusiasts.co.uk or letter - contact details on inside of front page.

The winner will receive a Fiat 500 Enthusiasts Club key ring and the winner and the full photo will be published in a forthcoming magazine.

Summer Holiday (ok, an excuse for some sunny photos!)

Back in the summer last year, we piled over to the in-laws in Rieti, in central Italy. The weather was, to say the least, warm... 45 degrees during the day and only getting down to 22 degrees at night. Bit different to a soggy March in the UK! Between visiting family, we heard about a number of 500's and stumbled across others.



Yours for only..

The first was a moderately restored 500 for sale in a local garage. The owner had kept it as a second car – something the salesman believes keeps 500's alive in Italy, as they are cheap to run, easy to maintain and just seem to go on forever. This 1975 F with a 595cc engine could have been yours for 4,900 Euro's.



Walking around the town we spotted 500's in daily use – this one outside the bank, in the shade of a tree, and this lovely yellow 500 in the evening.

We were told about a mechanic with a love of classic Fiat's and finally found his garage. He has a 1972 Spanish 600 and another 1960 600, and two 500 L's.



All have been completely restored by him over the years and hardly used since – just perched around/above his day jobs.



The quality of his work and attention to detail was stunning. This is the underneath of his 600. Not a spot on it!

But perhaps the saddest of 500's at a scrap yard – perched on a shipping container confronting a Fiat 127. At least it hadn't been crushed... yet! I did try to take the family into the scrap yard to Paola's absolute disgust... but



This 500 F was parked outside the church



was thwarted by the summer holidays – the yard is shut for August! Maybe a return trip this year... if I'm allowed !

Steven Abbott

Fiat 500 Electronic Ignition Kit.

Transform your Fiat 500 distributor into electronic ignition



This easy-to-fit ignition kit has been made specifically for all 2 cylinder Fiat 500's

Only taking five minutes to fit, it replaces the old set of points giving easier starting, improved economy and is not affected by damp or the cold.

Never replace the points again!

2 years warranty and a free fitting service if needed at our factory in Essex.

Only £54 inc. VAT

Call: Peter Crago, Ignition Car Parts Ltd. Tel: 01268 857 880

THE PASSION



Why would anyone want to own and drive a car so small, so under powered and so basic? Because it is now so cute so cool and it is Italian. It is also very easy to maintain, spares and parts are easy to find from various dealers and out lets and it is

fun to work on, no ecu,s computer plug ins or fuel injection, air pressure monitor, partial filter sensors.

Modern motoring has given us more efficient plugs and carbs and the electronic ignition is a blessing for old motors with points and condensers. But this journal is about how it all started.

My very first Fiat 500 belonged to the family my daughter lived with in Turin where she looked after the two children. The Fiat belonged to the grandmama who began to realize the car was becoming too small to take all of the family to the pizzeria and garage storage was just too much.

I got the offer and went to



Turin to see and eventually buy. The car had covered 43.000 Kilometers and was immaculate even the dust was clean. The cost 2.000,000 (million) lira about £1,200. A lot of daft paperwork and documents



declaring that the car was scrapped and removed "out of the country" It was eventually brought home and re-registered .

Four years of great joy and a house move made me sell it (for £5.500 it was still in immaculate condition and I sold it to a dealer no less).

Two years without (a 500) made me look on yes Ebay where I found two



basket cases for £400.00 each in West Sussex. I bought the best of the two and two weeks later was offered the second one for £100.00. I picked the bones of the two and offered the loser back on Ebay where some poor soul offered £395.00. The deal paid for all of the new panels, floor, sills in and out front wings in and out rear wings

in and out, bonnet , front valance, bumpers, second hand windscreen and doors from another donor car. As luck would have it I am a welder by trade. The rest was easy.

The body shell with all mechanics removed was extremely light. The easiest way to get around the fitting of most of the body parts was to turn the car on its side onto a large piece of foam rubber. If the doors were removed to fit sills etc. a length of steel bar was welded to the door opening before cutting away sills or floors , this kept the structure of the car intact.

In all, the only existing parts of the original car that were left was the roof, the rear seat area, front bulkhead and the engine cover.



The need for more parts became apparent during the rebuild and

ITALCORSA popped up on the internet and being only 10 minutes from home was a bonus. Enter Jan and Jimmy into the story, not only to provide me with anything I needed with parts but as a great help and friends into the bargain.

During the course of the restoration the subject of the engine came to mind .

The unit that came with the car was a 500cc engine with the sump bolts loose , not a good sign, I thought , should I bother ? So back on Ebay produced a 650cc unit which was believed to be in recent refurb. for £40.00. I had nothing to lose but £40.00. At least the sump bolts were all there. The very same Ebay found a 650 sincro box and Italcorsa provided the new drive shafts.



The completed body was transported to a taxi repair shop (next to my place of work) and for some small favours the complete body was primed and sprayed London Taxi Blue which was pretty close to the original Fiat dark blue but for £500 it did not have to be original. I must say this was done almost 18 years ago and has lasted very well .

Many months went by, a new business, a house that demanded kitchens and bathrooms left the little car untouched so I turned to my friend Jimmy to

help to get the car in a running condition .which he did. His only comments when he handed the car back was that the engine had no compression and he doubted if it would get far. The car passed its first MOT without a problem . The car would do 80 mph or the speedometer went round the clock. At first I thought this was a problem with the gearing of the speedo. but when checked against my wife's merc the clock was only 2mph fast .

The new (ish) engine brought its own troubles, It was like putting a new heart into a 90 year old man's body. It went like stink but would not stop nor would it go round corners on four wheels - only two.

to be continued ::

Peter Siddall

**FIAT 500 & 600 ESSENTIAL BUYERS GUIDE 1955-1992
BY MALCOLM BOBBITT**

Spot how to find the right car in the right condition at the right price.
Good advice from this useful pocket-size guide.

SIGNED COPIES direct from the
author: £ 11.25 inc p&p

Quote your Fiat 500 Enthusiasts membership
number for a 10% discount: **£ 10.12 inc p&p**

Please make cheques payable to Malcolm
Bobbitt and send to:

Javel 4 Holmewood Paddock,
Cockermouth,
Cumbria
CA13 0DN
Tel: 01900 825 581



Also available from the same author:

Fiat & Abarth 500, 600 & Seicento only **£ 28.99** inc p&p
price includes 10% Fiat 500 Enthusiasts members discount

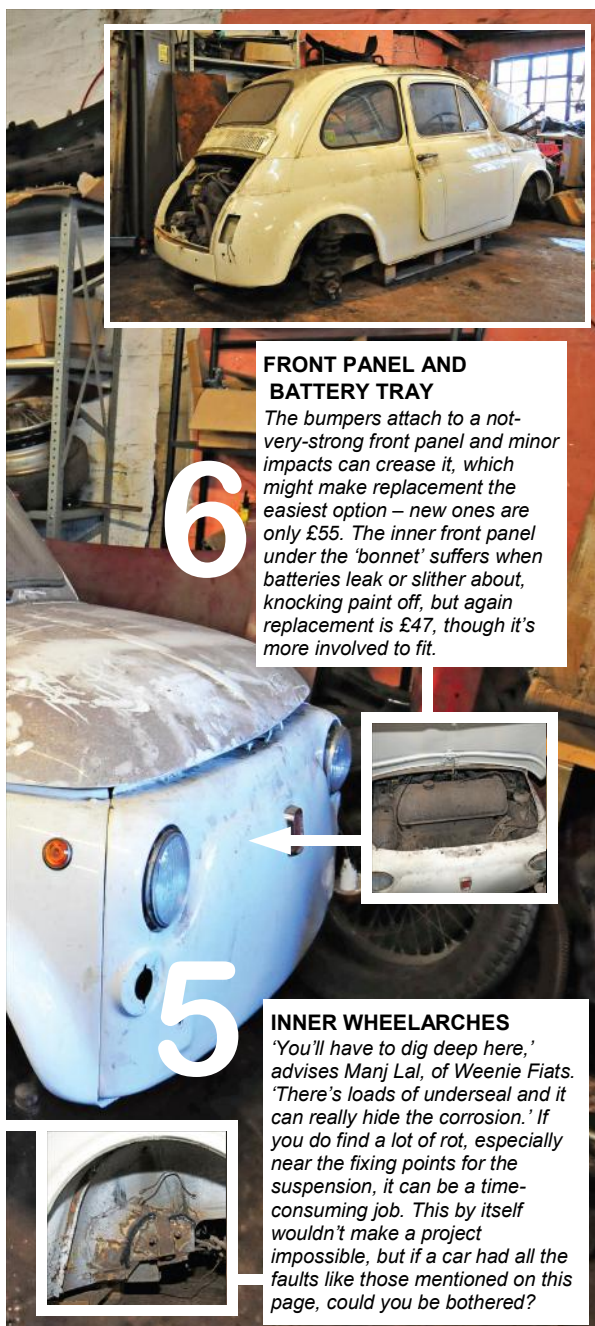
ENGINE
Top-end death rattles give away a tired one, but non-starting may just be down to points: they get tightened up repeatedly in the distributor and the thread strips, so they slip. Dirt can be a problem too. Ask when the centrifugal oil filter behind the front housing on the crank was last cleaned – it often gets ignored. Total rebuilds are quick and easy - or buy a factory recon engine for £1050. Clonks from the back are usually driveshaft couplings (£50 a pair) or tired gearbox support rubbers.

ROOF AND SCREEN AREA
All the run-of-the-mill 500 models had a fabric sunroof, which is fun, but look either side of the sunroof's fixing bar where it clamps into the roof; water pools under there and rot starts. A far bigger worry is the steel beneath the front and rear screens, which needs accurate replacement with new panels: £47 at the rear, £95 at the front.

SILLS, FLOORS, JACKING POINTS
Start at the bottom. Inside the sill you'll see the two seat runners – it's the outer one that tends to rot badly. Look from underneath unless the carpet has been removed. At worst, a new floorpan is only £50 per side. Here, the sills themselves need attention (inner and outer £25 each per side), but look closest at the jacking points at the rear of the sill: more difficult to fix than most bits on a 500.

INTERIOR AND EXTERIOR TRIM
What interior? OK, there are two front seats with covers on them and some foam insulation that might have given up, but at £90 a pair these aren't a problem. The only unavailable items seem to be so-called kneepad sets under the dash for RHD cars, and RHD wiper motors. Bumpers (£50 each end), headlamp bezels, chrome guttering and all other external parts are readily available.

The ideal project for tiny spaces



FRONT PANEL AND BATTERY TRAY

The bumpers attach to a not-very-strong front panel and minor impacts can create it, which might make replacement the easiest option – new ones are only £55. The inner front panel under the 'bonnet' suffers when batteries leak or slither about, knocking paint off, but again replacement is £47, though it's more involved to fit.

INNER WHEELARCHES

'You'll have to dig deep here,' advises Manj Lal, of Weenie Fiats. 'There's loads of underseal and it can really hide the corrosion.' If you do find a lot of rot, especially near the fixing points for the suspension, it can be a time-consuming job. This by itself wouldn't make a project impossible, but if a car had all the faults like those mentioned on this page, could you be bothered?

You may have seen this article in the October issue of Practical Classics magazine. It is reprinted especially for Fiat 500 Enthusiasts Club members.

Courtesy of Danny Hopkins, Practical Classics Editor.

www.practicalclassics.co.uk

The 'Nuova' 500 succeeded the Topolino to become the stand-out classic among small Fiats. It enjoyed a long production run from 1957 to 1975, with many of the 3.5 million examples seeming to stay in Italy – if you went there between 1960 and 1990 you'll remember seeing crowds of them in every car park, traffic jam and village square.

Nowadays they have a

strong following, chiefly for their cute looks, but also for their low running costs and the mildly comical driving experience they offer.

The 500's spec varied little over the years; always a tiny, air-cooled vertical twin in the tail (though mounted horizontally under the floor in the Giardiniera estate) with a manual four-speed gearbox, independent suspension all round, worm-and-peg steering and drum brakes.

The bodies are monocoque shells that offer predictable Italian rust worries. Fortunately, they're better in this regard than Fiats a generation younger, and all the panels are available. Doors changed from rear-hinged to front-hinged in 1965 and during the last three years of production, the 500R actually used a de-tuned 594cc engine from the Fiat 600.

The 500 is an appealing car to restore. It's so small that you'll have acres of room to spare in a single garage and the portability of even major components makes even an engine and gearbox removal seem like a minor job. Parts availability is excellent – and they're cheap. Club support is great and the choice of events is huge.

Well-restored 500s can easily hit £8000; more for novelties like the Giardiniera or the open-top Jolly with wicker seats. Sad project cars start below £1000, but spend twice that and you should find a part-restored example or scruffy runner. Specialist Manj Lal of Weenie Fiats, Swindon, suggests looking at different 500 variants: pre-'65 cars with smaller windscreens and suicide doors are the quaintest; the 500F (from '65) has a bigger windscreen and conventional doors; and the 500L (from '68) has a supposedly luxurious interior.

Manj also has a good tip for spotting a wrong 'un easily: 'Look at the wheelarches first. If they're not truly rounded or if the lip is too fat, then they're full of filler, which often tells you a lot about the rest of the car.'

WORDS AND PHOTOS NIGEL BOOTHMAN



LANCASTER INSURANCE

Fiat 500 Insurance



We will
endeavour to
beat any
competitors'
quotes

Ask us about:

- ✓ Car Club Member Discount
- ✓ Agreed Valuation
- ✓ Limited Mileage Discount
- ✓ Multi-Car Policies

Policy benefits, features and discounts offered may vary between Insurance schemes or cover selected and are subject to underwriting acceptance.



For a great deal on Fiat 500 Insurance call:

01480 484848

www.lancasterinsurance.co.uk/f500



Calls may be recorded for monitoring and training purposes.

Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority 306514.

FIAT-V1-0011

ADDITIONAL SERVICES:

CLASSIC CARS - MODERN CARS - KIT CARS - 4X4 - EX-MILITARY VEHICLES - MOTOR HOMES - CAMPER VANS - CLASSIC TRACTORS

TO PREPARE A CAR FOR A LONG JOURNEY

First of all you have to consider that the Fiat 500 was only designed to be driven 'Down the road to buy a newspaper' and return home, that is if you are lucky enough that it doesn't breakdown and have to complete the journey on the back of a breakdown truck.

For a long journey we recommend that you join the RAC 5 star Rescue service or get friendly with someone who owns a trailer!!!

Last option, stay at home and watch 'Top Gear'

If you are brave (or stupid,) enough to drive all the way to Italy, let us know in advance and we will *change our telephone number!!!!*

But, joking apart and being serious, it can be quite a pleasant journey if you prepare the car for any long trip.

A Few Hints

Make sure that your driving position is comfortable and from your driving seat you can see all the mirrors without having to move in your seat to see what is behind. If your journey is on the continent, a mirror on the passenger side (or should I say on the left hand side of the car) is not only advisory but also a legal requirement.

Checks to be done on the vehicle:

- * Tyre condition and pressures, Front: 17-18psi, Rear 23-26psi
- * Engine oil level and also check for possible leaks. If oil is too dirty or very black, replace it.
- * Gear Box oil level and leaks from Drive Shaft Boots, again rectify if necessary
- * Engine Mounting & Gear Box Supports for cracks

- * Drive Shaft splines & Flanges also the Drive Couplings for wear
- * Break fluid level, if too low, check brake shoes and also wheel cylinders for leaks.
- * Water level in Battery.
- * If the Engine Cylinder Head has been removed recently, it is necessary (**and this is very important**) to have the cylinder head bottle re-torque and the tappets adjusted (495cc engine – 6thou all round, 650cc engine 8thou inlet & 10thou exhaust – cold)
- * The lights, stop lights & indicators
- * Windscreen washer fluid

The tool kit which was supplied with the car from new carries most of the tools that are necessary, but it wouldn't harm to carry a few extra.

Don't forget the Jack, Spare wheel and wheel brace. – I will never forget one trip to Italy when two of the participants who lived close decided in order to save weight that one car should carry the spare wheel and the other the jack... this was all very well until one day they decided to go out independently... and guess what..... One had a puncture. Another time someone decided to leave his spare wheel at home and take with him just one of those gas canisters that re-inflates a tyre when it has a puncture.... Yes, he had a puncture, which left a gash in the tyre, he had to borrow someone else's spare until he could buy a new tyre.... Not something every tyre firm has in stock!!!

A warning Triangle and Fluorescent Jackets are also a must.

As for spare parts, I would recommend a minimum of: Condenser, Contact points, Light bulbs, Coil, Oil to top up with, a Torch, and I always find a few cable ties – of different lengths - come in useful.

James Di Carlo

Sunday 4th December
Fiat 500 Enthusiasts Club Xmas Lunch
The Foresters Arms . The Street . Graffham . Nr Petworth



And a good time was had by all - Some members who attended had already left to get home before dark by the time this picture was taken.

As ever, the Foresters Arms did us proud and everyone enjoyed the social gathering. Although it was a bright day, it was cold, this did not deter one intrepid member from turning up in her Gamine (you know who you are). Other members were not so brave and most turned up in their everyday cars (including us).

John & Mary Jenkins brought a selection of Christmas presents along to add to items previously donated by Jan & Jimmy Di Carlo. These were raffled and raised £44 to donate to the **Help4Heroes** charity you'll have read about in the November's magazine. Thanks to all at the meal and especially to John, Mary, Jan and Jimmy.

J.S

Auto Rossa International

Italian car specialists



Auto Rossa specialise in Italian cars. We provide servicing and repairs - new or used parts and restorations for all models. Club Discount given to Club Members.

With over 36 years experience Auto Rossa has a proven track record of customer satisfaction. As an independent family run business, we offer a personal service and reliability.

For assistance with our services or for general enquiries, please call us directly on (01425) 478648 or email us at info@autorossa.com

Visit our Website: www.autorossa.com

*Auto Rossa (International), 3 Hightown Industrial Estate
Crow Arch Lane, Ringwood, Hampshire. BH24 1ND*

PHOTOGRAPH COMPETITION

This year's Photography Competition winning entries are re-printed throughout this edition of the magazine, showing a wide range of 500's and how we enjoy them during the year. The five winners will be receiving prizes courtesy of AutoGlym who have kindly donated items from their extensive car care range. Peter, Oliver, Paul, Gillian and Jan will be receiving Aqua Wax kits over the coming days.

So start taking photos of your 500 for next year's competition! Cars can be in any condition, of any type, in a show or in daily life – anything! If we can get 36 photos, we'll produce a calendar for 2013.

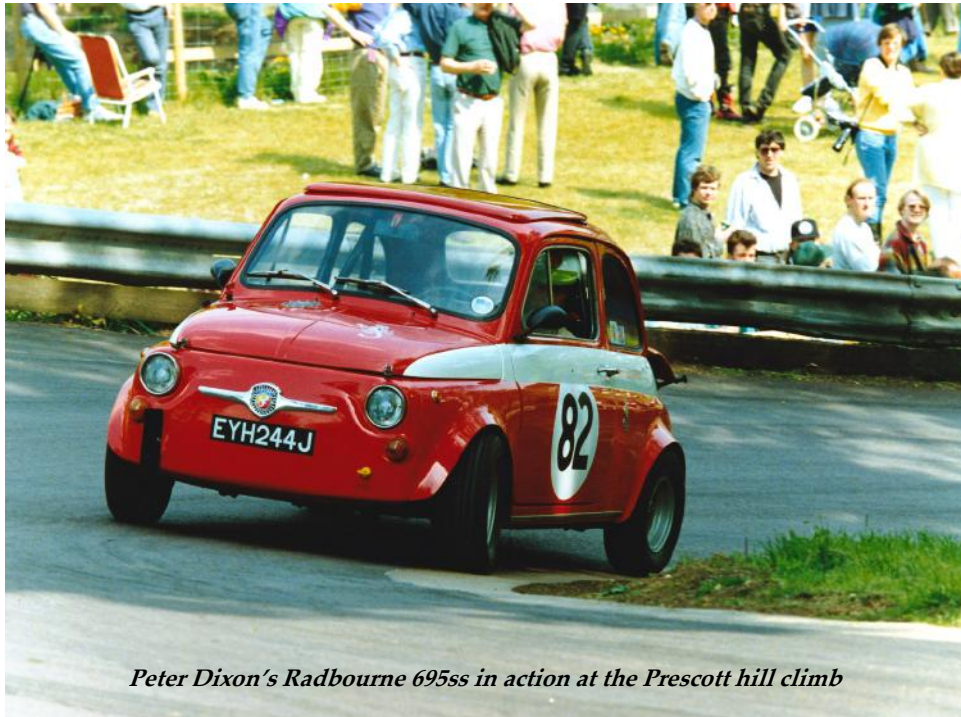


Paul Dye and his 500 - A lovely day out in the country in October



Aqua Wax is specially formulated to impart a brilliant smear-free finish on ALL exterior surfaces, even when the vehicle is wet. The immediate benefit is that there is no need to dry the car between washing and polishing. Aqua Wax is suitable for all paint types including metallics, as well as rubber, plastic and glass.





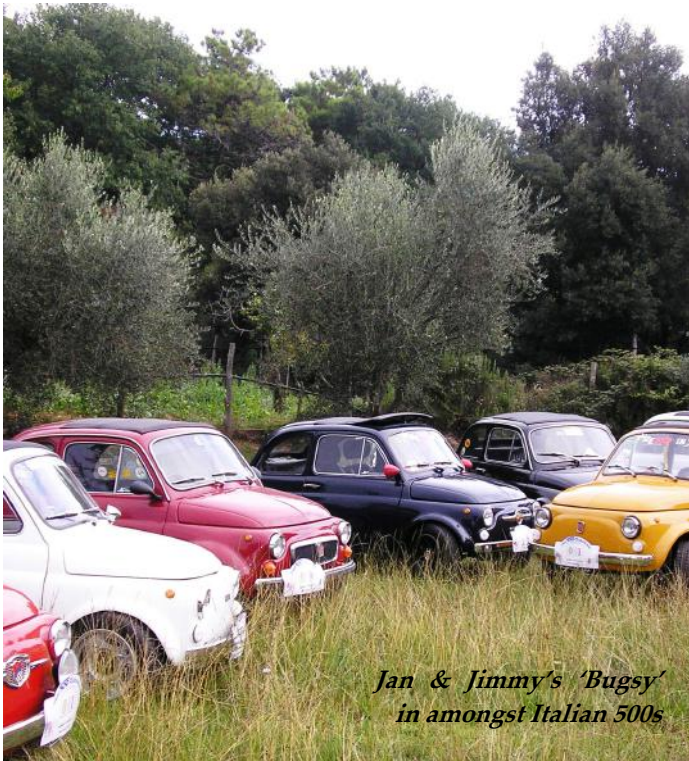
Peter Dixon's Radbourne 695ss in action at the Prescott hill climb



Toby Stoneham's fabulous 500L with 126 engine



Gillian Boswell's 'Aida' just back from a run



Jan & Jimmy's 'Bugsy' in amongst Italian 500s

**With thanks
again to
AutoGlyn
for kindly
supporting
our club.**

www.autoglym.com

VIGNALE FIAT GAMINE REGISTER

Gamine owners are frequently asked three questions:

- 1) How many Gamines were built?
- 2) How many Gamines are left?
- 3) Where can you get parts for a Gamine?

Obviously, everything attached to the chassis is standard Fiat 500, although the parts don't always correspond to the year the car was manufactured or registered, but the coach built parts are rare and hard to come by.

Therefore, Sheridan Bowie (Membership No. 29) has started a worldwide register to try and establish how many Gamines are left, as well as link the owners together to help track down those hard to find parts.

Sheridan is asking if all Gamine owners could register their cars and send some pictures and some history so that their cars can be added to the site. He has also opened a Facebook page to help link owners together to locate parts and to swap information.

The site is www.fiatgamineregister.com

Sheridan Bowie, Honnington Farm, Vauxhall Lane, Southborough,
Tunbridge Wells, Kent TN4 0XD Tel: 01892 615742



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 500 Fiat 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.

Wanted

500 rear seat cushion (not the backrest), any colour. Please call or email Nathaniel on 07802 410896 or nathaniel@nathanielcross.com

For Sale



For Sale - Fiat 500F 1971 model <52,000 miles
reconditioned 650 cc engine + syncromesh gearbox
sport exhaust/aluminium sump. Finished in eye-catching metallic red. Fitted 4" borroni replica wheels

Extras: 10 years MOT history with current owner
reconditioned original wheels + hubcaps. Fitted weatherproof cover. Extensive documentation.

Price £7,000.00 ono : Email: Tim.redleg@yahoo.com
phone: (01372) 724520 location: Surrey

For Sale

Several Fiat 500 starter motors, regulators & dynamos - **Offers**

500cc Engine & box – not seized but not sure of condition **£80**

650 engine good - but slight sump leak - **Offers**

Contact Jeff Clapp on 01483 730951 or 07768 830943

For Sale Fiat 500 1972

This unique Tricoloured Fiat 500 has been restored. She has had a complete re-spray, has a new white sunroof on the white panel, red carpet, new tyres, new chrome work, and many new parts. She comes with a years MOT and is road tax exempt

She is regretfully for sale.

Offers in excess of £10,000

Lesley:07886089569

email lesleywilliams04@aol.com




NEW MEMBERS

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

| | | | |
|-----------------|------------------|------------------------|-------|
| Lesley Williams | London | Italian flag tricolore | 500 |
| Peter Summers | Wiltshire | Tahiti Yellow | 500 L |
| Rod Scanes | Northamptonshire | | |

WELDERS INC. LTD



Contact: Peter Siddall

Unit H Kendal Court
4 Doman Road
Camberley
Surrey
GU15 3DF

www.weldersincltd.co.uk

Tel: 01276 681414
Mob: 07919 404 631
Email: petesiddall6@googlemail.com

Fabrication and Coded Welding.

We cannot repair bodywork but we can repair almost everything else in stainless steel, aluminium, mild steel. Good rates for club members.

COPY FOR THE MARCH MAGAZINE SHOULD BE WITH THE EDITOR NO LATER THAN MONDAY FEB 13th 2012

Contact: Jenny Squillaci, Sabratha, Woods Lane, Cliddesden, Basingstoke, Hants. RG25 2JG

Tel: 01256 478387 email magazine@fiat500enthusiasts.co.uk

RICAMBIO

INTERNATIONAL LTD



Fiat 500 & 126 Specialist's

We stock Service items, Brakes, Suspension, Exhaust, Panels, Clutches, Oils & Fluids, Batteries & Wipers, from the smallest clip to an full restoration

020 8669 3800

www.Ricambio.co.uk



email: enquiries@ricambio.co.uk

11 Manor Road, Wallington, Surrey, SM6 0BW