

19



March
2012



With thanks to Fiat for their support

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 07919 404631 |
| 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 Angela Bowie | Tel: 01489 573866 01403 211119 01403 211119 01256 478387 07767 3747010 sheridanbowie@btinternet.com |
| European Delegates | James & Jan DiCarlo | Europe@fiat500enthusiasts.co.uk |

Disclaimer: Advertisements appearing in The Fiat 500 Enthusiasts Club magazine whether commercial or otherwise are accepted in good faith, but 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. Likewise, the club accepts no responsibility for any advice or help offered as a result of articles or advertisements appearing in the magazine.

News from the Chairman

Following Committee meeting on February 12th.

"I love it when a plan comes together" so I am very glad to say that the Annual Membership Renewal System is now in full effect and judged to be a great success. I promise not to mention it again you will be pleased to know, well not 'til next year anyway.

AMAZON SHOP

So here are a few items of interest to consider as you remove the mothballs from your cars; If you have been on the Website recently, and why not? you will see lots of good stuff, the latest of which is probably our link to the Amazon site where there is a growing list of '500' related items. Be sure to go directly from our site as we have some gains to be made in that way.

GARLENDIA

We have plans afoot for a Convoy drive to the Annual 500 meeting at Garlenda ITALY in July, which is a gathering of around 1000 cars from all over Europe and is a unique and exciting place to be at that time. Jan & Jimmy our European Delegates who live locally have offered to rendezvous in northern France and act as escort and their extensive knowledge of the routes, and Jimmy's technical skills should ensure an enjoyable and successful trip. Peter Siddall is to be the contact point at this end and his contact details can be found at the front of the magazine.

CLUB POSITION

As we grow and expand our contact with several of the classic car magazines, We have identified a need for a suitable person to act in a liaison capacity on our behalf. Ideally a member with a knowledge of, or interest in journalism/ photography, etc. but mainly an interest in the classic scene and a willing attitude. But don't let the title of 'Marketing' put you off, as with most of our organising committee the job develops to make best use of your interests and knowledge. Pay is non-existent! satisfaction guaranteed (as far as possible) so lookout for the official ad soon or be proactive, give me a call and have a chat, no obligation.

EVENTS

There are several events we are hoping to support, which will be new to us. By

that I probably should give a short explanation. We have members who are geographically located throughout the country, and some in Europe.

As a consequence of the club originally being formed by Jan and Jimmy D'Carlo



who lived and worked in Hampshire at the time, a large number do in fact live south of the M4 Corridor and so a lot of the events which are mentioned are located in this area. Thus these members are the most active and vocal in the magazine, AT PRESENT. This may not continue to be the case as we are finding that with the exposure that we are getting in national magazines, and access through the internet our membership is

expanding across the country. So in support of our members 'we' are planning to travel to some 'new' events and we are hoping to be supported by existing members who may not have been to a classic show or get together before. Also if there is an event of any description in your area whether it be a local fete, or whatever, try to go along ,perhaps show your car or chat to other owners that are there and please!!! let us know about it.

COMING TO A PLACE NEAR YOU?

That was my short explanation, you should see my long ones. SO, We are planning a convoy drive to a country pub, park up on the village green, pub lunch, sometime early summer in response to an invitation from a newly formed classic club in the OXFORD area. (see pg 8). So if you live within 100 miles north, east or west of there, watch this space, or give me a call. There is also an "Italian Car and Bike Show" in Bristol, on 28th April which we are looking into so the same applies.

I've finished now so you can look at all the lovely 500 pictures!

John Jenkins

Classic Car Club Expo

Heritage Motor Centre - Gaydon, Warwickshire

March 3rd 2011

Members of the committee spent a windy Saturday in early March attending Classic Car Club Expo. This event, held in a museum in the midlands, was staged to help small to medium size club volunteers get the best for club members.

We attended talks and workshops throughout the day, learning how classic car clubs should be run, what pitfalls to be aware of, and meeting up with many existing and potentially new suppliers. Oh, and we had a quick look around the museum too.

Although with a lot for us all to think through, the sessions confirmed we've been heading in the right direction and was a day very well spent



Not a 500, but small, Italian and with Fiat pretensions. I couldn't resist it - this Ape was seen up in the hills near Modena. The sticker on the side window says 'Fiat - Freestyle Team'

JS

The Passion (Part Two)

Just to update you from the last Issue, by putting a 650 engine into a standard Fiat 500 the car can become hairy to say the least as the 650 motor was capable of 80mph in its standard form. So with a standard 35 year old car with drum brakes tired springs and shock absorbers the ride was exciting , braking had to be pre-meditated and cornering at speed was not recommended. So the first improvement had to be a disc brake conversion on the front. This required a complete kingpin and wishbone change which required an adapter plate to accept the original 500 wheels. This in turn pushes the wheels out by another 20 mm and as I had 126 type wide wheels it scrubbed the tyres on the wheel arches if you cornered too quickly. A little metal bending of the front valance helped a lot.



The brake conversion was amazing not only would the car stop but it stopped when I wanted it to , so even a standard 500 would benefit greatly and worth every

penny of £500.00 (albeit two years ago)

The next improvement had to be the front bow spring , which was looking very tired. This required the removal of the complete spring by disconnecting the ends from the king pins and the central bolted connection to the body. The spring was then dismantled and all of rubber insulators between the springs removed for cleaning. The steel springs were then soundly beaten with a big hammer over a block of wood, this forges the spring back to a good curved shape, the spring set was re-assembled with a little grease between the leaves and a whole lot cheaper option than a new spring.

This improvement works a little to improve the handling but I had to go the full story and replace the old tired shock absorbers with new double action shockers. The shock absorbers play a vital part in keeping your car on the road apart from soaking up the lumps and bumps they stop the car from wobbling all over the road by reacting at different rates on different wheels, what I mean is if you try to corner too fast in your 650cc Fiat 500 flying machine the side that is trying to fall over is being held up by your new double acting shock absorbers.

So the car can now go, stop and stay on the road with fairly modest mods. The end product is very enjoyable to drive with a greater degree of safety.



With our recent trip to Italy I added a cd/ radio with speakers back and front , a cigarette lighter socket located in the ashtray to drive the sat nav and charge the Ipod

I am currently looking to install an electric sun roof and (or) aircon

Watch this space !!

Peter Siddall

Combe Classic Car Club

As already mentioned in News from the Chairman, we have received this kind invitation from the Combe Classic Car Club (see below). Should any members be interested in meeting up with the club at Combe, please contact John on Chairman@fiat500enthusiasts.co.uk Or Tel: 02380 730765



Invitation

We are a new group of classic car enthusiasts who meet on the first Monday evening of the month in the Cock Inn in Combe, Near Woodstock, Oxfordshire (<http://thecockatcombe.co.uk/index.html>)

We would like to invite you and your members to visit us during 2012. The Cock Inn is a traditional village pub located on the village green in a classic English setting. The pub sells a selection of cask ales and serves good value traditional pub food. Combe is only 10 miles from Oxford, Chipping Norton, and Witney and a few miles from Woodstock and Blenheim Palace.

Although our regular meetings are on the first Monday of the month we are completely flexible about the day you visit and will always make sure you get a warm welcome.

Regards

Nicholas Irving
(MGF Owner and hoping to buy a VW T25 Camper)



COMPETITION

WHAT ARE THEY?



In the January magazine a cut down version of this photograph was printed and members invited to guess the cars in the foreground. Member **Simon Cundey** correctly identified the cars in the photo taken at Brooklands on January 1st, 2012 as a Morris 1000 and a Jaguar XJS and will receive a Fiat 500 Enthusiasts Club key ring.

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

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*

500 long distance restoration

It began in 2007. My sister and her family live in Verona so I'm a regular visitor to the area. During my travels I have always been perusing the local rags and checking out the prices of 500s with the idea of picking up a project. I mentioned it to my brother in law (who is Italian) and after he'd stopped laughing mentioned he'd keep his eyes open in case something cropped up.

In the end the contact for the car came through my sister. One of her colleagues had one that was inherited from her father in law, so we arranged to go and see it when I was next over.

The car was a sad looking 1975 R version, outside in the rain, covered in leaves. First check over revealed she was in need of some



5th May 2007 looking a bit sorry

welding, and a re-spray from first appearances. Further investigation found a fairly solid shell (just outer panel corrosion in the usual spots), good condition

interior and as the car had only covered 34000km in its life, a pretty solid drive train. A deal was struck and she was mine!

I finally got over in the winter of that year for a week and spent several days replacing mechanical bits (brakes and hoses mainly) and generally un seizing and cleaning her so she could be rolled around the garage. After the brakes were sorted and a long list of what was good and what was not was written I was back to the UK again!



Taken 7th Sept 2008 - stripped and ready for the body shop

The next trip out in the summer of 2008 saw a couple of boxes of spares unpacked – mostly panels and body bits sorted through ready for the full strip down and re-spray. I also spent a few days sorting the brakes and getting the engine running, after a bit of fiddling and a quick engine service she fired up and ran for the first time in about 5 years! The next day or

two were then spent pulling her apart ready for the body shop, including

removing all the glass, interior etc etc.

Following a false start with a local garage and a bit of a delay a deal was struck with a garage round the corner from the brother in law's work who's owner had restored a couple of 500s

for them to do it in their spare time – I wasn't exactly in a big rush as I had sold my house and so had nowhere in the UK to keep her anyway!.



*Feb 2009 blasted and ready for welding.
I'm not sure if the cat helped!*

In true Italian style they were overjoyed when I took the big box of replacement panels, bumpers and so on for her. Given the low price of all the bits, there didn't seem any point in refitting slightly rusty old parts.



March 2009 Primed ready for paint

Over the few months I would get the occasional email of progress; their workshop seemed to be

spectacularly full of smashed up cars in the winter (Italian drivers + ice = lots of incidents perhaps...). However they managed to squeeze her in and crack on for a few days here and there, and by March she had been stripped, grit blasted and welded.

Eventually by the spring of 2009 the car was now primed ready for final paint. I was over for a week so arranged to go see them and the car was looking good, The only question now was colour! Being shown a fistful of



April 2009 – Giallo Ginestre!

c o l o u r
swatches my
o r i g i n a l
intention of
red was
immediately
made more
difficult by
the choice of
the 10 or so
Fiat/ Alfa
shades of
red! So the
natural thing
was to
choose giallo

ginestre – broom yellow in the UK, a shade I remembered from peering through the window of the local fiat dealers on my way home from school to stare at a yellow fiat coupe, probably sparking my interest in cars which continues socially and professionally to this day! This provoked a bit more laughter from the Italian contingent but when I told them I was serious they said ok!.

Another month or so passed with email updates of the car being sprayed, the ugly duckling was really starting to turn into a bright yellow rubber duck!

A final visit in the summer of 2009 saw the car back on its wheels, engine in, just awaiting a few parts to arrive before she was done and she looked amazing!

She was finally delivered to my sister's in the autumn of 2009 looking like a new pin. I'd given them all the interior parts, glass etc I'd stripped plus a load of new carpets and other bits and bobs I'd ordered in the meantime and they'd refitted the lot for a bargain price including a carb rebuild to get the engine idling happily.



27th October 2009 Delivery day!

And sadly, there she has stayed since, my sister moved to Belgium 6 months later and so visits to Italy have dropped off, so I have only been able to pay the odd flying visit to the garage she is kept in (my parents also live in the same street). Work commitments and moving house/renovating have all

conspired to keep me from going and collecting her last year but with any luck she will be coming home with me this year!

It seems she won't fit in a suitcase so my options are to drive her back (need to get insurance, mot and really use her beforehand, which I'm not sure is do able), get her shipped or beg/ borrow/ hire a trailer and drive there and back. If anyone can help with advice (or a trailer) on this then I'd be very thankful.



Looking forward to having more than a long distance 500 relationship soon!

Chris Gardner

I know a number of our members have bought/shipped their 500s back from abroad. If anyone thinks they may be able to advise Chris please get in touch with me and I will pass the message on.

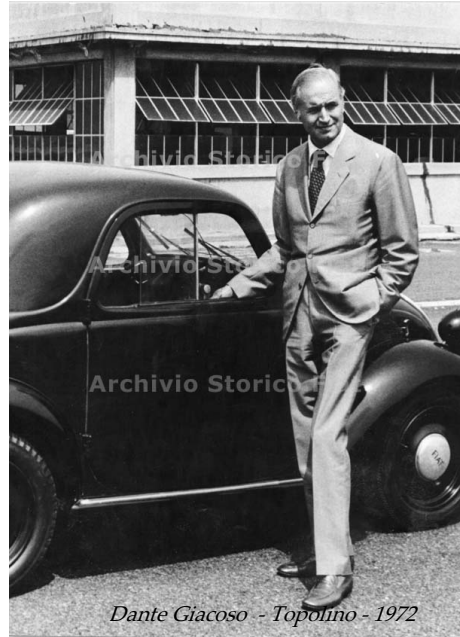
Editor

TOPOLINO TO CINQUECENTO

(Text and pictures reproduced with kind permission from Fiat)

In 1933, legendary Fiat designer Dante Giacosa was asked if he could design a small, economical car which would sell for less than 5000 lire. At 28 years of age, Giacosa's career was already impressive: he had designed vehicles, including some for the military, and aero-engines. His answer was simple. "I think I can do it."

This first project was known as Zero A. The 'A' stood for 'aviation' as the car was drawn up in the aero-engines offices. Giacosa worked fast. The first prototype was revealed on October 7, 1934. A top speed of 50.9mph was recorded on an Italian motorway—and corresponded precisely to Giacosa's calculations.



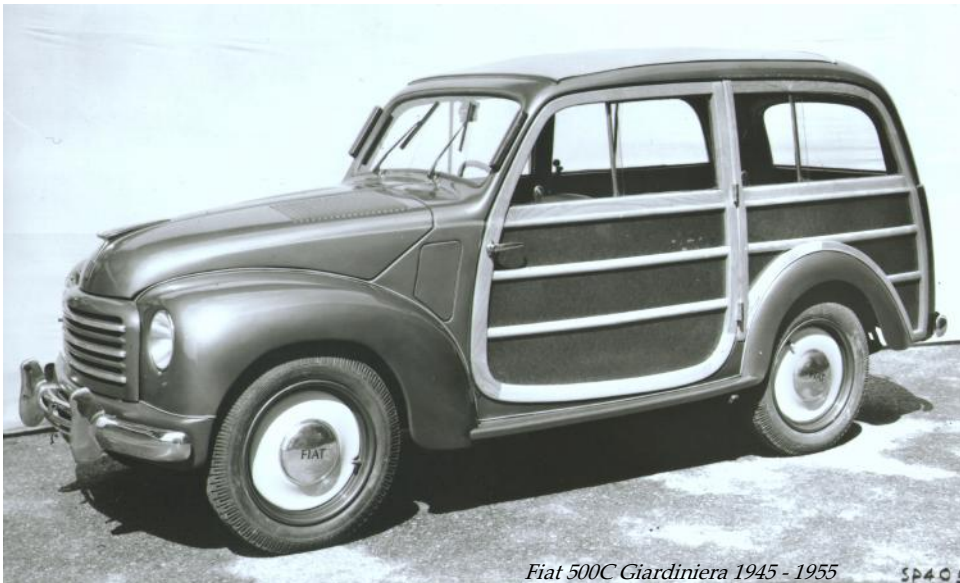
Fiat had a factory ready for the new car. This was the Lingotto plant in Turin, five storeys tall with a banked test track on the roof. The vehicle was to be called Cinquecento - 500 - the public, however, immediately christened it 'Topolino' or 'Little Mouse'.

The first 500 was launched on June 15, 1936. It was the world's smallest car, with an engine capacity of 569 cc, a top speed of 53mph, seating for two with 50kg of luggage and an average fuel consumption of approximately 45mpg. The car was a huge success, with over 120,000 built between 1936 and 1948, with production continuing through the war years. This was the car which transformed Fiat from an Italian car producer to a major industrial power across Europe.

At the Geneva Motor Show, the 500B made its debut. While the bodywork was almost identical to that of its predecessor, the engine was new, producing three more horsepower and boosting its top speed to 59mph. Over 21,000 examples of

the 500B were produced in the first year. Soon after, at the Turin Show, the Giardiniera Station Wagon (also Known as the Belvedere) appeared, making the Topolino a true four seater.

As Italy began its long process of reconstruction after World War Two, so Fiat



Fiat 500C Giardiniera 1945 - 1955 SP405

continued to produce new versions of the 500. The 500C included a Giardiniera model with bodywork fashioned from steel, wood and laminated plastic sheet. Remaining in production until 1955, the 500C was a major success , with over 376,000 units produced.

In 1953, Giacosa began work on a new small car. Defined as a 'minimal' car, the Nuova 500 appeared in 1957. Its specifications were intriguing - a rear mounted air - cooled engine of 479cc, 53mph top speed, fuel consumption of over 50mpg - and it was destined to have a very long life, with 3.6 million versions being produced over 18 years.

Different types appeared. The sport, with a top speed of 65mph,



Fiat 500 1957 - 1960

boasted a folding fabric sunroof. In 1960 the range expanded to include an estate car and the 500D, with a 499.5cc engine and a reclining rear seat. With 640,000 built in five years, the 500D broadened the success story of this tiny car.

Modifications were made throughout its life. The Italian Abarth tuning company produced a succession of outrageously modified 500s, while Poland's Sobieslaw Zasada won the 1966 European Championship in a 650cc version developed by the Austrian Steyr-Puch concern.

By March 1965 the 500F was available in Italy, with front hinged doors and a strengthened transmission. A more luxurious trim level arrived with the 500L three years later and, in 1972, came the final 500R version.

Production of the Fiat 500 finally ceased in 1975. It was a car which had accompanied Italy on the enormous social and industrial changes since the end of World War Two, and had partnered the country while it re-established itself as a major industrial power in Western Europe. For many people, the 500 had come to symbolise not only an Italian success story, but also the design integrity



Fiat 500R 1972 - 1975

which characterised so many mass-market Italian products.

But the story of the Fiat 500 was far from over. With the introduction of the latest Cinquecento, so close in spirit to Giacosa's original car, another chapter of this fascinating history is already being written.



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

Events 2012

Horsham Piazza Italia

Fri/Sat/Mon 6/7/9th April

Horsham Town Centre, Horsham, Sussex RH12 1HN

Horsham Piazza Italia takes over Horsham town centre with its Italian market.

Italian classic cars are displayed in the streets and draw a large crowd.

Contact Sheridan Bowie Events@fiat500enthusiasts.co.uk 07909 522141

Brooklands Auto Italia

Saturday 5th May



Brooklands Meeting 2011

Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0QN. The purpose-built test track at Mercedes-Benz World has been made available for a demonstration of some very special cars at 12 o'clock followed by the traditional session on Test Hill in the afternoon.

Afterwards we'll be visiting the Ponte Vecchio restaurant in nearby West Byfleet

Booking in advance for this is not essential and non-members are welcome to join us.

Contact Nathaniel Cross Web@fiat500enthusiasts.co.uk

or Jenny Squillaci on 01256 478387

Basingstoke Festival of Transport (Thorneycroft Society)

Sunday 13th May

War Memorial Park, Basingstoke, Hampshire RG21 4AG

The festival includes a huge range of vehicles, including classic, vintage and commercial vehicles, fire engines, military trucks, a variety of specialist car clubs, trade stalls and catering outlets. Whether you're

a keen motor buff or you just want an interesting and enjoyable Sunday, Basingstoke Festival of Transport is a great

Day out for all the family.

Contact Jenny Squillaci Magazine@fiat500enthusiasts.co.uk 01256 478387

Faversham Travel Through Time

Sunday 20th May

Faversham Town Centre, Faversham, Kent ME13 7JB

The famous Faversham Classic Car Show has been extended to a weekend-long event embracing all forms of historical vehicles and displays. And, to reflect the increasing range of those events and displays, the show is now called Travel Through Time. As it increases in size and quality the transport weekend promises to continue as firm favourite with locals and visitors alike. Contact Steven Abbott Membership@fiat500enthusiasts.co.uk 01483 715656

Woking Hospice Classic Car Show

Sunday 8th July

Hoebriidge School, Woking, GU22 8JE

A change of date and venue for the 2012 Classic Car Show!
in aid of Woking Hospice.

Contact Steven Abbott Membership@fiat500enthusiasts.co.uk 01483 715656

International Meeting, Fiat 500 Club Italia

Friday 6th - Sunday 8th July



Garlenda 2011

P. Siddall

Via Roma, Garlenda, Liguria, Italy

Our sister club, Fiat 500 Club Italia, is once again holding their annual meet at the beginning of July. Last year almost 1,000 cars attended. This year the guest nation is the UK and Commonwealth countries.

Contact [Peter Siddall](mailto:Peter.Siddall@fiat500enthusiasts.co.uk)

Advertising@fiat500enthusiasts.co.uk

Clandon Park Classic Car Show

Sunday 15th July

Clandon Park, West Clandon, Surrey GU4 7RQ

We have space for at least ten Fiat 500s within this country house and park. Contact Steven Abbott Membership@fiat500enthusiasts.co.uk 01483 715656



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



**LANCASTER
INSURANCE**

Calls may be recorded for monitoring and training purposes.
Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority 306514.

FIAT-V1-0611

ADDITIONAL SERVICES:

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

Bentley Wildfowl & Motor Museum Classic Car Show

Sunday 15th July

Bentley Wildfowl & Motor Museum, Halland, East Sussex BN8 5AF

The show also has a model railway, play area and woodland.

Contact Sheridan Bowie Events@fiat500enthusiasts.co.uk 07909 522141

Amberley Classic Microcar & Scooter Rally

Sunday 22nd July

Amberley Museum, Amberley, West Sussex BN18 9LT

We're the largest cars, with the largest engines, allowed in. Spend the day amongst Messerschmitts, Heinkels, Bond Bugs, Lambrettas &, not forgetting, the museum's steam railway, traction engines, vintage buses and fire engines. This is truly an event for lovers of all things technical.

Contact Sheridan Bowie Events@fiat500enthusiasts.co.uk 07909 522141

Northchapel Steam Rally & Classic Car Show

Saturday 11th - Sunday 12th August

School House Farm, London Road, Northchapel, Surrey GU28 9EG

A gathering of classic cars, fire engines and military vehicles as well as tractors and steam traction engines.

Contact Sheridan Bowie Events@fiat500enthusiasts.co.uk 07909 522141

Rudgwick Steam and Country Show

August TBC

Hermonger Lane, Rudgwick, West Sussex, RH12 3DF



This event is one of the largest country shows in the south, with hundreds of vintage, classic and steam vehicles, birds of prey and animals, many children's activities - even the British Barbeque Championships...

so it's certain to rain! Contact Sheridan Bowie

Events@fiat500enthusiasts.co.uk 07909 522141

Stafford Castle Classic Car Show

August TBC

Stafford Castle, Newport Road, Stafford ST16 1DJ

A classic car treat and vintage fun for all the family with children's games, quizzes and activities. Classic, vintage and collectors cars on display.

Contact Sheridan Bowie Events@fiat500enthusiasts.co.uk 07909 522141

Honnington Italian Classic Car & Bike Show

September TBC



Honnington 2010

Honnington Farm, Vauxhall Lane,
Southborough, Kent TN4 0XD
Run by club members in aid of the Kent Air
Ambulance, the car & bike show
is combined with the Honnington Country
Fair which makes this a
great day out for all the family.
Contact Sheridan Bowie 07909 522141
Events@fiat500enthusiasts.co.uk

Technical Day

November, TBC

Some very basic info on routine maintenance and servicing. The less you know
the better, just theory or hands on, it's up to you.

Contact John Jenkins Chairman@fiat500enthusiasts.co.uk 02380 730765

The Foresters Arms Christmas Meal

December, TBC

The Foresters Arms, The Street, Graffham, West Sussex GU28 0QA
If you have not yet managed to attend any events with the club please try to
join us. We would very much welcome a chance to meet you. Our gatherings
are always friendly and informal.

Contact Steven Abbott Membership@fiat500enthusiasts.co.uk 01483 715656

Events 2013

Brooklands New Year's Day Gathering

Tuesday 1st January 10am- 4pm TBC

Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0QN

Classic, vintage and veteran cars, motor cycles and commercial vehicles.

Probably the largest New Year's Day gathering in the South East. Entry via the
Campbell Gate in Brooklands Road for pre-1973 vehicles whose occupants will
receive a discount of £1 off usual admission prices.

Contact Steven Abbott Membership@fiat500enthusiasts.co.uk 01483 715656

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

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

Wanted - Wedding Car Classic Fiat 500 with or without driver to be our Wedding Car on the 19th May 2012, near Wincanton, Somerset. We have a budget of £150 for 2 hours hire. If you are interested please contact: Ken 07779 139 894



For Sale



For Sale - Fiat 500F 1971

<52,000 miles

Reconditioned 650 cc engine + synchromesh 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 regrettably for sale.

Offers in excess of £10,000

Lesley: 07886089569

email: lesleywilliams04@aol.com

1968 Siata Spring for sale.



LHD, original car, nothing missing
 One owner from new
 Unused for 15 years
 UK Registered
 Sensible price to a good home
 Daytime tel: 01483-208654



**COPY FOR THE MAY MAGAZINE SHOULD BE WITH THE
 EDITOR NO LATER THAN MONDAY APRIL 16th 2012**

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

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

NEW MEMBERS

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

| | | | | |
|--------|-----------|-----------------|-----------|--------------|
| David | Barnes | Lancashire | – | – |
| Robert | Dearing | Buckinghamshire | White | 500L |
| Graham | Farley | Essex | – | 500L |
| Robert | Neale | Leicestershire | Blue | 500F |
| Janet | Cook | Berkshire | Green | 500F |
| Graham | Cook | Surrey | White | Siata Spring |
| Sam | Thompson | West Sussex | Black | 500L |
| Duncan | Wilkinson | Surrey | Navy Blue | 500L |

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@gmail.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.

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