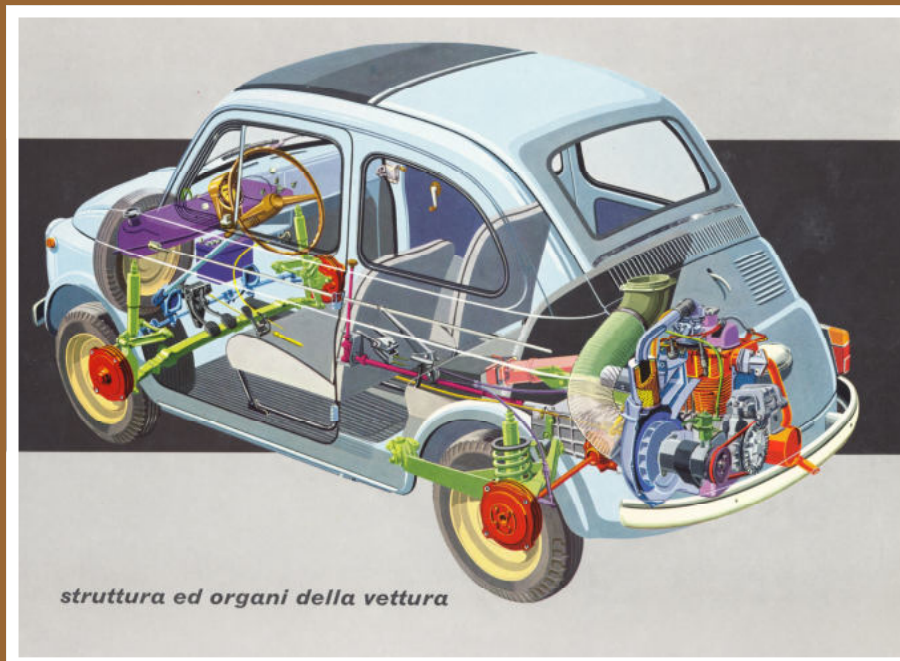


22



Sept
2012



struttura ed organi della vettura

Courtesy of Fiat UK

www.fiat500enthusiasts.co.uk

ORGANISING TEAM

Chairman	John Jenkins	Chairman@fiat500enthusiasts.co.uk Tel: 02380 730765
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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

FIAT 500 ENTHUSIASTS CLUB ANNUAL GENERAL MEETING



DATE: SAT 22 SEPTEMBER 2012 @ APPROX 12.30pm

**VENUE: HERITAGE MOTOR CENTRE
BANBURY ROAD
near GAYDON
WARWICKSHIRE
CV35 0BJ**

www.heritage-motor-centre.co.uk

Close by Junction 12 of M40, the museum is open from 10.00am and members plus one other will have Free (normally £11 per adult) all day access, courtesy of the management.

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Please bring Club membership cards as this will enable the staff to identify us and ease entry should there be a queue.

As always at our AGM's formalities will be minimal, hopefully occupying an hour or less and coffee and biscuits will be served after with a good opportunity for open discussion.

Members will have full access to the museum facilities throughout the day.

The agenda is to include:-

An address from the Chairman
Financial report from the Treasurer
Magazine news " " Editor
Website report " " Webmaster
Events round-up " " Events Organiser(s)
Voting on amendments to Club rules. (see below)
Election of Club Officials
Chairman's closure

Followed by tea, coffee and informal open discussion.

Members who intend to enjoy the opportunity of a weekend in the area should visit the centre website, and may wish to attend the AUTUMN CLASSIC & CREAM TEA RUN on the Sunday, a great weekend!

*The main amendments are to: Clarify and reinforce, the full membership rights of a Paying member's partner or 'significant other', inline with our current method of operation and simplify wording .

We are also removing some items which are irrelevant and confusing .
The committee has fully viewed and approved these changes, and details will be forwarded to any member on request, copies will be available prior to the above meeting, and can be discussed if necessary.

John Jenkins (Chairman)



Chris Walker sent in this wonderful picture of a big day in Olivia's life when she acted as their wedding car on the 15th July. Members probably remember from the July magazine that he is also restoring a 500N. Chris says this has come to a bit of a halt for obvious reasons, but promises to keep us updated.

JS



New Club Accessories Shop



**Polo Shirts - T-Shirts - Window Stickers - Fleece Jackets
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- more new products coming soon -

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Payment by Cheque, please make payable to Club Accessories.
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email: fiat500@clubaccessories.co.uk
www.fiat500enthusiasts.co.uk/shop.shtml**



When asked the colour, the owner's reply was "Hammerite red". Perhaps not an original colour, but this particular 500 is more than just a show car, successfully venturing out most weeks and joining us to display at a recent event.

IMPORTING A FIAT

Some time ago Greg and Elaine were asked if they would be prepared to write about their experiences when fetching a Fiat 500 from Milan to the UK. They kindly agreed, and this is their story.

This article is a depiction of our experience of getting round the red tape of buying a 1970 Fiat500L from Italy and driving it back to the UK.

Believe it or not, we (my fella and I) did a fair amount of research into the legalities of getting a foreign car over into the UK, but there was surprisingly little info on what is required for getting the car from abroad and what happens when you are in transit. The UK side is somewhat simpler but you do need to be patient as you will be sent around numerous switchboards in your quest to get the right info. With that in mind, I have listed below everything that we had to sign and pay for in the two and a half weeks that enabled us to get the little fellow from Milan through the South of France, Spain and then its ferry journey getting it back to the UK, in case anyone is tempted to do something similar.

UK

We set about trying to get insurance cover for the journey which was pretty tricky given that we didn't know what the registration of the car was, nor did we have a log book. After a number of unfruitful phone calls, we went to an ordinary broker (not a classic car insurer either), explained the situation and asked if they could help us. Using the car chassis number, we were able to get low mileage insurance on the proviso that we had the car registered with a UK number plate within 2 weeks of the start of the policy.

In spite of numerous phone calls to the RAC, classic car breakdown companies, it seems that without that magical UK reg. plate, no one was interested in providing cover for us. It also became apparent that cars over 10years old were unlikely to receive European breakdown cover, so we decided to wing it and to take as many spares as possible.

According to the DVLA you have a grace period of up to 6 months to sort out all the forms etc. Essentially you just need the Italian version of the log book, an MOT and valid insurance, a V55/5 form, ID and some cash (£55 application fee). In return you'll get a UK registration and log book for the car. You can also apply for the tax disk at the same time as you will need all the same forms and UK registration form / log book. The registration will be age related, so 1970 H reg' in our case.

HMRC weren't interested as there isn't any import duty to pay on cars over a certain age from the EU. There is normally a VAT requirement, however, as the car was over 6 months old and had done more than 6000 miles so there was nothing to pay. You must complete a VAT 414 form to be used when you make a registration application to the DVLA, and that can be found on their website.

Italy

Having secured the sale of the car which we found on ebay, I was sent a number of forms to fill out. The vendor communicated to us that he needed a copy of my passport and drivers' license and for me to fill out 2 forms that would get me a temporary number plate. (I can attach screen shots of these forms for anyone that is interested) It wasn't clear to us at the time, but as we now understand, it is the case in a number of European countries that the car is not what links the driver to the license, but the number plate. When selling cars within Italy, the number plate is removed from



Milan Cathedral

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the vehicle you are selling for example and then put on the car you are buying. Unless you are an Italian citizen, you cannot apply for, or transfer, the “permanent” Italian plates (Handy!)

When selling to foreigners (us), it seemed that the only option was for us to apply for a temporary (cardboard) number plate which is valid for 5 days.

Signing the change of property document came attached with a fee (400 EUR) and the temporary reg. plates cost 175 EUR. The car also needs a ‘revisione’ (MOT), which I would recommend securing before even handing any money over for the purchase of the car.

So in short, as far as we could make out, upon collection, you should have completed and signed for the following documents:

The new temporary registration document (Libretto) (a photocopy is not acceptable)

Official declaration of sale (Dicharazione di vendita verbale) with the sale price signed by both vendor and buyer, and a Notary (notaio)

An original or photocopy of the official type approval (foglio di immatricolazione)

Certificate of ownership (Certificato di Proprieta)

Whilst it would have been much easier to have the car shipped to us in the UK, this was for us about having an adventure, and with that in mind, I couldn’t recommend it highly enough. Yes we broke down several times, had to drive through the night to get it to the ferry port and at one point to sleep the night in it, the whole experience was priceless and will be something we laugh about for years to come.

Greg & Elaine

As far as Italian bureaucracy is concerned I believe that Greg and Elaine have a better sense of humour than either the editor, or for that matter her Italian husband. Well done for overcoming all the odds and with such good humour.

JS

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FIAT-V1-0611

ADDITIONAL SERVICES:

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

Fiat 500 Enthusiasts 2013 Calendar

Where are all you keen photographers and where are all those amazing pictures you have taken of your 500s?



To produce a Fiat 500 Enthusiasts Club calendar for 2013 we need you to send us your pictures of anything 500 Fiat related **soon**.

Please try to send us something, it could even be a photograph you have already taken, so long as it is your property and is not in the public domain.

Contributions or enquiries should be sent to membership secretary
Steven Abbott Membership@fiat500enthusiasts.co.uk

The chairman will have the final decision on which photos will be included in the calendar.

THE TOPOLINO



As already mentioned in the August newsletter we are hoping to include articles relating to the Topolino in the November issue of the magazine. We have had some response, but still need your personal recollections of these little cars. Whether you

owned, or remember someone else owning a Topolino, or you have some useful technical knowledge to impart, a story to tell, we want to hear from you.

In addition, If you have any Topolino spares, or are seeking some, why not advertise in the November issue. Advertisements are free to members so long as the advertisement is not entered for commercial purposes.

JS

NORTHCHAPEL STEAM RALLY

Sat/Sun 11/12th August



Five five hundreds attended the Northchapel Steam Rally including new member Richard Barnes in his yellow 500F 'Noddy'.

This is a really friendly show that we rightly keep going back to. It's predominantly steam and traction engines, but also agricultural and military vehicles, as well as classic cars. There was an intriguing demonstration of traction engines powering farm equipment, they were actually cutting and baling straw, then ploughing the field. Other traction engines were running fairground rides, although I'm afraid I found the beer tent more enticing than these.

We found ourselves parked opposite a rather good pizza stand, being so

serendipitous I felt unable to resist. Three of our cars took part in the classic car parade. As always, the public reaction to the 500s was enthusiastic and the weather scorching - I realised too late that I'd become a painful shade of pink. I should have bought myself a hat from the club shop!

Nathaniel Cross



Richard enjoying himself in the delightful 'Noddy'

COMPETITION



The question was "Where would you find this Fiat logo and on what model".

Nobody guessed correctly, so for all of you itching to know the answer:

It was the wheel of a 1936 Topolino, sometimes known as the Topolino A.

WOKING HOSPICE CLASSIC CAR SHOW Sunday 8th July



The weather at the start of the day was really horrible, as had been during the weeks before, with a probability that the event would be cancelled. But the Hospice organising team and volunteers did a marvellous job re-organising to offer as much for the day as they possibly could.

The field for our classic cars display was abandoned as was waterlogged, with all of us being lined up in the school car parks – not ideal,



but the best conditions would allow. It was amusing to see a Ford Capri taking the reserved mayoral parking space!

By opening time, the weather had improved and rain then stayed away. Apart from the 200 classic cars and motorbikes, displays included a McLaren F1 car,



a karate demonstration, the Solent Dog Display Team (pictured), birds of prey and live music. The end result was a good day out for many hundreds of visitors and much-needed support for the Hospice funds.

Steven Abbott



Genuine Weber 26IMB and 28IMB Carburettors now back in stock



Webcon are delighted to announce that the genuine Weber 26IMB and 28IMB carburetors are being produced again in the Spanish Weber factory, and that stock is now available in the UK.

For further details, please contact your local Weber dealer or Webcon direct.

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Email: sales@webcon.co.uk Web: www.webcon.co.uk

FUEL NEWS

Changes to volatility limits in petrol

At the end of June the FBHVC's fuel specialist, Matthew Vincent attended a meeting at the British Standards Institute to discuss petrol labelling. There were a number of points of particular interest to member organisations.

The proposed volatility limits of petrol containing 10% ethanol (E10) in the revised European specification are likely to be agreed later this year. The inclusion of 10% ethanol will be accompanied by an increase in the permitted upper limit of volatility. Although the change is small, in effect it means that petrol with 10% ethanol will be more volatile than existing petrol containing no ethanol, or with 5% ethanol in blend. This change will not assist owners of historic vehicles fitted with carburettors, but there has already been significant discussion about in-situ alterations for vehicles suffering from vapour lock in hot weather. The arrival of E10 will probably require a renewal of awareness of these remedies. Full details about this are already on the FBHVC website. [<http://fbhvc.co.uk/>]

E10 can be sold in the UK as soon as the documentary work has been completed. It is expected that this will be achieved late in 2012, so in theory the product could be in the market from the first quarter of 2013. Exactly how much of this grade arrives, and when, is not known yet, and this situation appears to contradict statements made by the Department for Transport earlier this year at the clubs' meeting. DfT are expected to publish a leaflet explaining what will be happening. It was the belief of those assembled that petrol containing 5% ethanol would be retained until 2020, but it was also clear that over time ethanol levels would rise above 10% in order to meet EU legislation on renewable fuels. It is envisaged that high octane unleaded petrol (sometimes called 'super premium' and usually of 97-99 octane rating) would not contain more than 5% ethanol, and would remain as a protection grade for the foreseeable future.

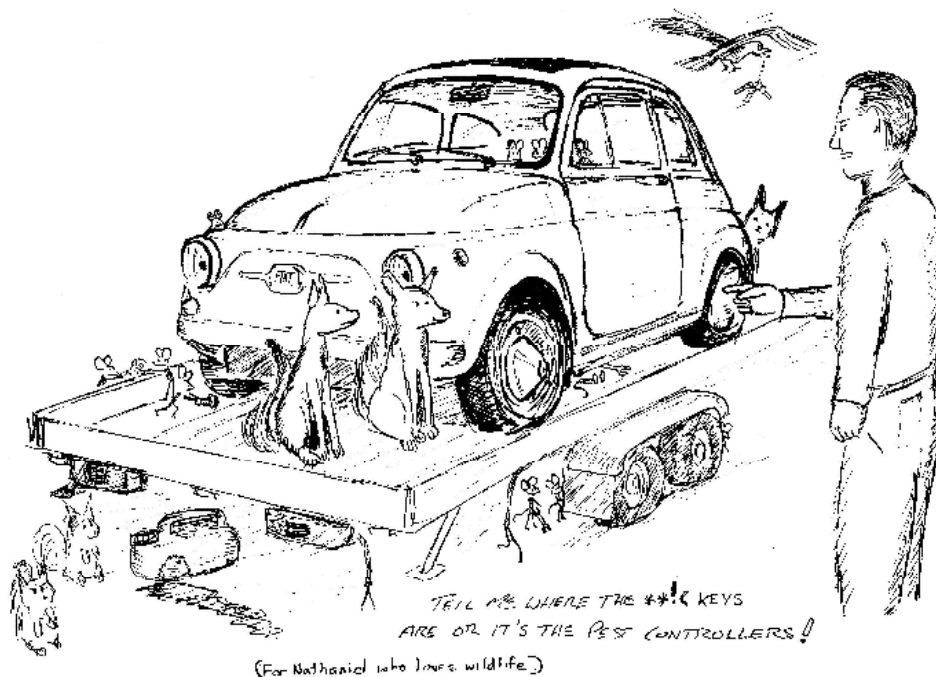
The labelling for E10 was discussed in detail and it was agreed that the code 'E10' would feature prominently on the label, being given the same size lettering (15mm) as the words 'Unleaded Petrol' and the octane rating (95). The warning to motorists about the suitability or otherwise of the fuel will use smaller lettering (10mm), but should still be clearly visible. Despite apparent agreement

at a previous meeting of a different format, the form of wording shown below was adopted: 'Not suitable for all vehicles. Consult vehicle manufacturer before use'.

This might in theory cause some logistical problems for owners of historic vehicles whose manufacturers no longer exist, but in reality, unless actions are taken by owners to proof their fuel systems against the effects of E10, it should be regarded as unsuitable for any historic vehicle.

Unleaded petrol containing up to 5% ethanol will not need to be labelled, but if the ethanol content rises above 5%, the fuel must be labelled. If the label on the petrol pump does not include the code 'E10', then the fuel should contain no more than 5% ethanol.

The article above is reproduced with kind permission from Federation of British Historic Vehicle Clubs Newsletter No. 4 2012.



**See page 10 July magazine*

Members may be interested to read these 1961 price lists and specifications.

Courtesy of FIAT UK

Unfortunately the reproduction of these documents may make small print difficult to read

MAY 1961

FIAT (ENGLAND) LTD.

WATER ROAD, WEMBLEY, MIDDLESEX.

Telephone: PERivale 5651

PRICE LIST

MODEL	BASIC PRICE		PURCHASE TAX		TOTAL	
	£	s. d.	£	s. d.	£	s. d.
500 Convertible Saloon	340	0 0	142	15 10	482	15 10
500 Sun-roof Saloon	352	0 0	147	15 10	499	15 10
500D Sun-roof Saloon	370	0 0	155	5 10	525	5 10
500 GIARDINIERA Station Wagon ...	412	10 0	173	0 0	585	10 0 †
600 Saloon	375	10 0	157	11 8	533	1 8 **
600 Convertible Saloon	395	0 0	165	14 2	560	14 2 **
600D Saloon	438	0 0	183	12 6	621	12 6 **
600D Convertible Saloon	458	0 0	191	19 2	649	19 2 **
600 MULTIPLA 4/5 Str.	532	0 0	222	15 10	754	15 10 *
600 MULTIPLA 6 str.	540	0 0	226	2 6	766	2 6 *
1100 Standard Saloon	563	0 0	235	14 3	798	14 3 ***
1100 De Luxe Saloon	615	0 0	257	7 0	872	7 0 ****†
1100F Station Wagon	750	0 0	313	12 0	1063	12 0 ***
1200 Full-light Saloon	798	10 0	333	16 0	1132	6 0 ****†
1200 Cabriolet (L.H. Drive)	950	0 0	396	19 2	1346	19 2 ****H
1500 Cabriolet (L.H. Drive) Disc Brakes...	1234	0 0	515	5 11	1749	5 11 ****H
1800 6 cyl. 5/6 str. Saloon	950	0 0	396	19 2	1346	19 2 *****●
1800 6 cyl. Station Wagon	1056	0 0	441	2 6	1497	2 6 *****
2100 6 cyl. 5/6 str. Saloon	987	0 0	412	7 6	1399	7 6 *****●
2100 6 cyl. 5/6 str. Special Saloon ...	1198	0 0	500	5 10	1698	5 10 *****●★
2100 6 cyl. Station Wagon	1093	0 0	456	10 10	1549	10 10 *****

THE STANDARD EQUIPMENT OF ALL MODELS INCLUDES:—

Heater and screen demister, bumpers, dual self-parking screenwipers, dual sun-visors, self-cancelling wipers, head-lamp flashers, driving mirror light and under-body protection.

- + Windscreen washers included.
- * Over-riders included.
- ** Over-riders and windscreen washers included.
- *** Over-riders, windscreen washers and armrests included.
- **** Over-riders, windscreen washers, armrests and individual aircraft type front seat backrests included.
- ***** Over-riders, windscreen washers, armrests, individual aircraft type front seat backrests and rear window demister included.

- EXTRAS
- † Collapsible rear seats at £21 5s. 0d. including purchase tax.
 - Sliding metal sun-roof at £99 3s. 4d. including purchase tax.
 - ★ Leather upholstery at £99 3s. 4d. including purchase tax.
 - H Metal Hardtop at £120 8s. 5d. including purchase tax.
 - SAXOMAT 2 pedal control for all three 2100 models at £46 11s. 8d. including purchase tax.

JUL 12 1961

TECHNICAL SPECIFICATIONS

	500 SUNROOF CONV.	1000 SUNROOF CONV.	500 STATION WAGON	600 SALOON and CONV.	600D SALOON and CONV.	400 MULTIPLA	1100 STANDARD SALOON	1100 DE LUXE SALOON	1200 FULL-LIGHT SALOON	1800 SALOON	1300 STATION WAGON	2100 SALOON	2100 STATION WAGON
Engine ...	Rear oh.v.	Rear oh.v.	Rear oh.v.	Rear oh.v.	Rear oh.v.	Rear oh.v.	oh.v.	oh.v.	oh.v.	oh.v.	oh.v.	oh.v.	oh.v.
No. of Cyls. ...	2 (in line)	2 (in line)	2 (in line)	4	4	4	4	4	4	6	6	6	6
Bore/Stroke m.m.	66x70	67-4x70	67-4x70	60x56	62x63-5	60x56	68x75	68x75	72x75	72x73-5	72x73-5	77x73-5	77x73-5
Cyl. capacity ...	479cc	499-5cc	499-5cc	633cc	767cc	633cc	1089cc	1089cc	1221cc	1795cc	1795cc	2054cc	2054cc
BH/P/Rpm (SAB)...	21/4000	22	21-5	28-5/4600	32/4800	28-5/4600	48/4800	55/4800	63/5300	65/5000	65/5000	95/5000	95/5000
Comp. ratio ...	7:1	7:1	7:1	7-5:1	7-5:1	7-5:1	7:1	7-85:1	8-25:1	8-8:1	8-8:1	8-8:1	8-8:1
RAC h.p. rating ...	5-40	5-60	5-60	8-92	8-92	8-92	11-46	11-46	12-85	19-28	19-28	22-05	22-05
Elect. equipmt. ...	12v.	12v.	12v.	12v.	12v.	12v.	12v.	12v.	12v.	12v.	12v.	12v.	12v.
No. of gears ...	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd	4 for'd
Axle ratio ...	8:41	8-41	8-41	8:43	8:39	7:45	10:43	10:43	10:43	10:43	8:37	10:43	9:40
Brakes ...	hydr.	hydr.	hydr.	hydr.	hydr.	hydr.	hydr.	hydr.	hydr.	hydr.	hydr.	hydr.	hydr.
Front suspn. ...	indep.	indep.	indep.	indep.	indep.	indep.	indep.	indep.	indep.	indep.	indep.	indep.	indep.
Rear suspn. ...	indep.	indep.	indep.	indep.	indep.	indep.	leaf	leaf	leaf	leaf/coil	leaf/coil	leaf/coil	leaf/coil
Oil sump ...	3 pcs	3 pcs	3 pcs	53 pcs	53 pcs	53 pcs	91 pcs	91 pcs	91 pcs	83 pcs	83 pcs	83 pcs	83 pcs
Cooling capacity ...	air-cooled	air-cooled	air-cooled	53 pcs	73 pcs	117 pcs	88	98	98	13-2	13-2	13-2	13-2
Petrol Tank/galls.	43	43	43	5	6	6	8	8	8	15	15	15	15
Tyre size	125x12	125x12	125x12	5-20x12	520x12	5-20x12	5-20x14	5-20x14	5-20x14	5-90x14	6-40x14	5-90x14	6-40x14
Overall length ...	9-9"	9-9"	10-5 1/2"	10-9 3/8"	10-9 3/4"	11-7 1/4"	12-10 3/8"	13-0"	13-0"	14-7 3/8"	14-7 3/8"	14-7 3/8"	14-7 3/8"
" " width ...	4-4"	4-4"	4-4 1/2"	4-6 1/2"	4-6 1/2"	4-9 1/2"	4-9 1/2"	4-9 1/2"	4-9 1/2"	5-3 3/8"	5-3 3/8"	5-3 3/8"	5-3 3/8"
" " height ...	4-4 1/2"	4-4 1/2"	4-5 1/2"	4-7 3/8"	4-7 3/8"	5-2 1/2"	4-10 1/4"	4-10 1/4"	4-9 1/2"	4-9 1/2"	4-10 1/4"	4-9 1/2"	4-10 1/4"
Wheelbase ...	6-0 1/2"	6-0 1/2"	6-4 1/8"	6-6 1/2"	6-6 1/2"	6-6 1/2"	7-8 1/2"	7-8 1/2"	7-8 1/2"	8-8 1/2"	8-8 1/2"	8-8 1/2"	8-8 1/2"
Front track ...	3-8 1/2"	3-8 1/2"	3-8 1/2"	3-9 1/2"	3-9 1/2"	3-9 1/2"	4-0 1/2"	4-0 1/2"	4-0 1/2"	4-4 1/2"	4-4 1/2"	4-4 1/2"	4-4 1/2"
Rear track ...	3-8 1/2"	3-8 1/2"	3-8 1/2"	3-9 1/2"	3-9 1/2"	3-9 1/2"	3-11 3/4"	3-11 3/4"	3-11 3/4"	4-3 1/2"	4-3 1/2"	4-3 1/2"	4-3 1/2"
Turning circle dia.	28'-3"	28'-3"	28'-3"	28'-6 1/2"	28'-6 1/2"	28'-10 1/2"	34'-5 1/2"	34'-5 1/2"	34'-5 1/2"	37'-8 1/2"	37'-8 1/2"	37'-8 1/2"	37'-8 1/2"
Ground clearance	5 1/2"	5 1/2"	5 1/2"	5 1/2"	6 1/2"	6 1/2"	5 1/2"	5 1/2"	5 1/2"	5 1/2"	6"	5 1/2"	6"
Kerb weight, curts.	978 & 93	978	1113	1113	1113	143	174	18	18 1/2	24	25 1/2	24	25 1/2
Front seat width...	48 1/2"	48 1/2"	45 1/2"	47"	47"	49"	49"	49"	49"	54"	54"	54"	54"
Rear seat width...	60	60	48 1/2"	49 1/2"	49 1/2"	49"	49"	33	34	26	25	24	23
Fuel cons. m.p.g.	60	63	55	50	50	41	37	37	34	87	84	84	87
Max. speed m.p.h.	60	63	60	62	70	54	75	80	84	87	84	95	87

*Conv. 4'-7 1/2"

† Seat widths as between trimming panels at cushion level.

All particulars are given for general information purposes and shall not be considered as binding.

LITTLE AND LARGE!



Simon Cundy kindly took these photos of a member's car parked next to the enormous and luxurious F1 Motor Home at the **Goodwood Festival of Speed** held at Goodwood Park, at the beginning of July.

The Fiat Stradalis is part of the F1 fleet of vehicles and is used by the drivers to relax and rest in. It boasts showers, beds, communication office and an engineers office.

The 500 does not.



CAR FEST (South)

Laverstoke Park Farm

25–26 August



Photo: Graham Farley

The Car Fest turned out to be a great success - all those who attended thoroughly enjoyed themselves despite mixed fortunes with the weather. That's our own little marquee at the end of our row of cars—during the worst of the downpours it was standing room only with members and spectators alike sheltering from the rain

There will be a full report and further photos in a forthcoming magazine. If this turns out to be a yearly event we hope that others will be inspired to join us in future. We were asked to bring seven cars, but only made the five, and a very select group we were, fielding a Gamine and Giardiniera alongside our other 500s. Countless numbers of people were bowled over by our little cars and a surprising number of people (to me at least) said that they, their mum, dad, or someone they knew, used to have a 500.

Thanks go to Gillian Boswell who arranged for our club to attend and who gamely drove her car all the way from Southampton while recovering from a serious shoulder operation.

JS

Events 2012

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,
Grafham, 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

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. Contact

Steven Abbott membership@fiat500enthusiasts.co.uk 01483 715656



Brooklands—New Year's Day 2011

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.

For Sale

Several Fiat 500 starter motors, regulators & dynamos - **Offers**
 500cc Engine & box – not seized but not sure of condition £80
 650cc Engine - **Offers**

Contact Jeff Clapp on 01483 730951 or 07768 830943

For Sale

Fiat 900t Amigo Camper van/Mystery Machine

This camper van was converted from new by Amigo and was sold as a 5 berth! It comes with electric mains hook-up, a 2 burner gas cooker with grill and also a small sink with electric pumped water. Since owning this I have replaced the clutch, all brakes, reconditioned the radiator and fully serviced the vehicle. It is now very reliable and used daily. MOT'd until the 8th June 2013 and taxed until the end of September 2012. We are based in East London
 Please call for more details. Russell 07957 240 574 **£2,695.00 ovno**



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.

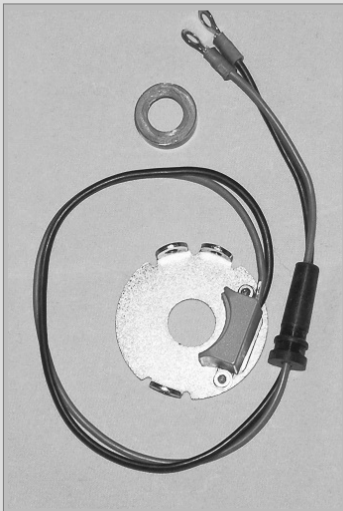
She comes with a years MOT and is road tax exempt..

She is regretfully for sale.

**Offers in excess of
£10,000**

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

NEW MEMBERS

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

Simon Wrey	West Sussex	White	500 F
Stephen McGowan	Middlesex	Broom yellow	500 L
Sharon Marigliani	Hertfordshire		
Matt Hart	Surrey	Blue	500 L
John Scott	Worcestershire	Grey	500 D
Peter Noble	London	Gulf Blue	500 F
Richard Barnes	Hampshire	Yellow	500 F
Irene Coupland	Nottinghamshire		
Les Clayton	Essex		

**COPY FOR THE NOVEMBER MAGAZINE SHOULD BE WITH THE
EDITOR NO LATER THAN MONDAY OCTOBER 15TH 2012**

email magazine@fiat500enthusiasts.co.uk

TEL: 01256 771105

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