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May
2013



BrooklandsAuto Italia 2013 Picture Courtesy G. James

www.fiat500enthusiasts.co.uk

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Auto Italia Brooklands

4th May 2013

The day began as windy and rather chilly. Thankfully we could retire to our newly acquired club shelter which was kindly sponsored by WLMG (*see March magazine*)

I lost count of the number of 500s which turned up, but there must have been in excess of 15. We were also joined by Nick and his two tone 1960 600, a lovely car that drew a lot of attention.

There were three highlights to our day, first and foremost, Gillian Bosworth accepted our first Lifetime Honorary membership on behalf of her father Eric. Eric has owned his giardiniera 'Aida' since new, when it was bought for his wife to ferry herself and young family around. Although Eric did not attend the show, he was presented with his gold membership plaque the following day at a lunch in his honour.



Eric Boswell receiving his plaque from John Jenkins, chairman of the Fiat 500 Enthusiasts Club

Then followed a couple of parade laps around the Mercedes Benz World test track. Ten 500s took this on, following our pace car, a Maserati Gran Turismo.



In the background Ferraris wait patiently for the 500s to finish their lap

The pace was a bit furious for some of us, yours truly spent most of the time telling her husband to be careful round the corners. *(One of our number was banned from attending her husband at this year's parade lap because of squeaking all the way round the circuit last year)*

Finally, we used this occasion to celebrate our five years of existence as the Fiat 500 Enthusiasts Club. A wonderful cake was provided for us which we shared with club members, admirers and anyone else in the vicinity—needless to say only a few crumbs remained.

JS



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DINO

I had wanted to buy a 500 for a long time before I finally decided to go to see one advertised by a club member down in Sussex. She had 2 for sale and I decided that the blue, 1971, 500F, although left hand drive was the one for me. I arranged to return a week later to collect and trailer the car back to Leicestershire. That day might be the subject for another magazine report one day.

That was in February 2000, we arrived home and within an hour or so, Dino, as he was to become known had broken down How was I to know that in a former life someone had fitted a hidden switch that acted as an immobiliser. The switch was cunningly concealed in the foot well on the passenger side, and if pressed would cut out the engine. It took 2 days to find that switch.

We have shared good days and bad since then but wherever we go we seem to raise a smile and there is usually someone when we arrive who owned one years ago and wants to talk about 500s. I've even given the keys to 3 old boys in the pub one night who just wanted to look at the engine. The usual comment to me is "How do you get in that"? I have no problem with either head or leg room but do now get a bit stiff after a few miles driving. I am 6' 5" tall



Dino after completing the journey to Stilton last year.

Our longest trip involved delivering Stilton cheese from Leicester to the village of Stilton in Cambridgeshire. A round trip of around 110 miles. This is a brilliant day which forms part of Drive it Day in April and is in aid of the Kettering area motor club which raises money for the Air ambulance services in the Midlands. Up to 200 cars of all makes finally arriving at The Bell, which is an old coaching inn and a great pub and restaurant

Another time we joined one of the first non Mercedes clubs to be allowed to

drive round the Mercedes Benz test circuit in Surry. This coincided with Brookland's 100 year celebrations. It was a great experience and after a strict drivers' briefing from the marshals we got to drive 4 good laps of the circuit with applause from the spectators on the banking.

Sadly there seems to be less interest in club events here in the midlands than there is further south . Now we have a new events co-ordinator perhaps we can get a few outings arranged . Good luck Tony.

(Opposite) My daughter's wedding at Lake Garda , Italy, 2003 . I was able to find a 500 to use as a wedding car. The 2 lads who owned the car drove from Como and let me drive their pristine 500 from the hotel to the town hall for the ceremony and afterwards back to the hotel on the lake for the reception. The owners ,as immaculate as their car, joined us at the ceremony and afterwards at the receptionwhat a day !



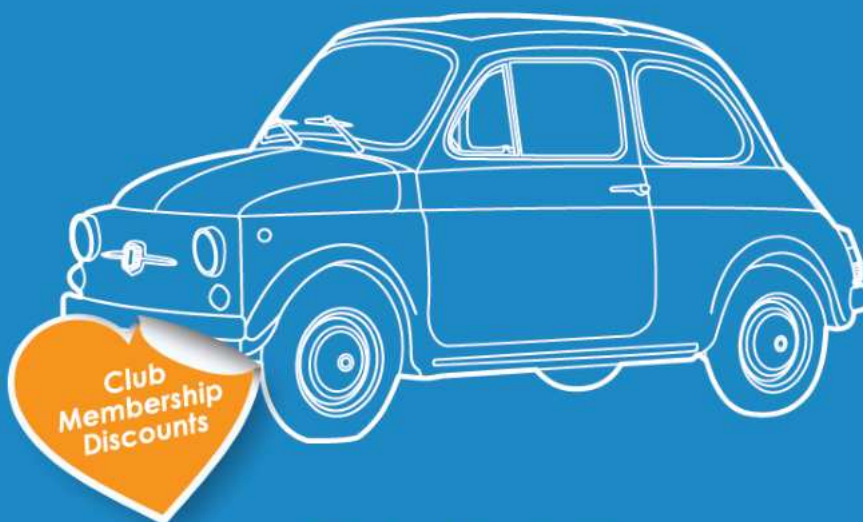
(Below) My son drove my car , with his best man to the church for his wedding in 2005 . Dino caused quite a stir amongst the guests and we were kept busy ferrying all the children from the church to the reception....another great day ! As you can see the 2 cars are identical.



As I write this I am waiting for a call from the garage to collect Dino after passing the MOT test. Amazing 42 years old and except for the odd tyre or bulb he has sailed through each year.

Rob Neale

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Competition

Y-cam Solutions have kindly donated one of their HomeMonitor security systems for a competition prize. For your chance to win, simply send your answer by 18th June 2013 to the magazine editor, at magazine@fiat500enthusiasts.co.uk or 33 Sandy Lane, Woking, Surrey GU22 8BA.

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Competition Question:

What Classic Fiat model is this a photograph of, and in which year did its production end.



(Some of the answer can be found in the members section of the club website. Your login details are on your membership card and also on the envelope the magazine came in. Note, internet searches have shown differing answers – the accepted answer is that within the club website. If more than one correct respondent, the winner will be picked at random. Competition open to subscribed members of the Fiat 500 Enthusiasts Club. Committee members excluded. The answer and winner will be printed in the July magazine.)



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The role of the Fiat 500 in developing the new Mini

Whilst I was working at the Rover Group in the 1990's I got very much involved in the development of the new Mini, both before and after the take-over by BMW.

Prior to the BMW take-over, the 'corporate view' was that it was all too difficult to develop the original Mini, and it would be left to die once it was too expensive to meet future legislation. I argued that other car companies, such as Fiat, had evolved their small car, the 500, through the air-cooled 126 to the water-cooled 126 bis, including giving it a hatchback, so why not add a hatchback to the Mini?

I was allowed to create such a prototype (see <http://www.austinmemories.com/page46/page46.html>), and although it was styled and costed, it didn't proceed into production.

Once BMW owned Rover, they thought we were mad to have such an iconic brand, and not be doing anything with it for the future.

My old Mk1 Minki had been scrapped off by then, so a much more polished Mk2 version was created for demonstration to BMW directors.

BMW were wrestling with two competing ideas for the new Mini. One was to do a modern-retro styled Mini (like the newly introduced VW Beetle), or to do a radical, totally new concept of vehicle, just as the original had been in 1959. These themes were developed in parallel, for a 'big decision' event, to decide on which concept to use for production. I was heavily involved in the second route.

We involved some of our consultants, such as Alex Moulton, the hydragas inventor, who had worked closely with Issigonis on the original Mini. I used my brother's Fiat 500, to gain first hand experience within the group discussions and product analysis

The photo [opposite] shows Fiat 500, modified old and less old Minis, with Alex Moulton on the left)

We proved that to get maximum packaging space in a small vehicle it is better to put the engine at the rear (like the Smart & Tata Nano).

This work ended up with a concept called the Rover Spritual (spritual successor to Mini, rather than a styled successor), and was the subject of a full Autocar article. The concept was to use a two or three cylinder version of the Rover K

series engine in the rear of the vehicle, lying flat, like the 126 Bis engine.

At the 'big decision' event, it was not feasible to have such an engine, so we got a Bis engine from a scrap yard, and cleaned it up and put it on display to show the concept.

At the 'big concept' day, run by the highly respected BMW product development director Dr Reitzle, the two concepts were discussed, with all of their pros and cons. Reitzle's view was that the spiritual concept would normally have been the right thing to do. However, as the original Mini was now so old, and he wanted something new in place quickly for the new millennium, then he had to go for the 'safer' option, and hence we got the new Mini that we all now know.

It's therefore a little bit ironic that many of the spiritual ideas ended up in the Tata Nano, the fact that some of the engineers moved on to work there is purely co-incidental!

Tony Spillane



Federation of British Historic Vehicle Clubs Ltd

Owners of classic vehicles received a boost in the Budget. Classic vehicle tax exemption has been moved forward by a year, so vehicles built before 1 January 1974, will now qualify for a free VED disc. Previously this applied only to cars built before 1 January, 1973. This to take effect from 14 April 2014.

In addition anyone wanting to declare their vehicle as being off the road will no longer have to do so on an annual basis, because SORN declarations are now open ended.

FBHVC NEWSLETTER No 2, 2013

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Star of the Show



West London Motor Group (WLMG) asked the Club if we could 'loan' them a couple of Classic Fiat 500s to promote the launch of the new Fiat 500 "L" (for Lungo this time!!).

Here is Jeff Clapp's lovely little red 500 at WLMG's Shepperton showroom for the launch.

The Sales Director at WLMG did say that there was as least as much interest in Jeff's Classic 500 as there was in the new models!!



Alan Cook



The Tale of Piccolo Rana Verde

(The Little Green Frog)

(Episode 4 - And all for the want of a horseshoe nail.)

So, dear reader, my little journey to replace a fuel pump was coming to its end. The refurbishment and replacement of parts that I never knew existed had taken its toll. I was tired, weary and Janet asked me every now and then, "when can I drive my Christmas present?" – "Soon", said I, "I only have to put the engine back now". Ha, fool that I am!

Actually the engine replacement wasn't that hard. All the cooling fan casings back on, alternator refitted, all the cables re-attached, the gear linkage fitted (not quite true, the gear linkage looked worn and shot and I hadn't had a good coffee in weeks, so back to see Franco and a new gear linkage acquired) wiring fixed, rear valance re-bolted (remembered a new earth cable!) Engine up on the hoist and in she goes!!

During this journey I had also cleaned up the exhaust mounting brackets. There were some missing studs which had been replaced by bolts, so I took those out, drilled out the one snapped stud (which conveniently fell into the sump). That wasn't too much of an issue, as I had decided to change the sump anyway. So, sump off, find the little bit of stud, replace the gasket and new aluminium sump fitted. Thinking about it, as the exhaust mounting brackets were all loose with snapped studs, that is probably why the exhaust manifold studs had stripped inside the head. There was too much movement on the exhaust pipes and silencer.

However, the Little Green Frog had a couple of curve balls yet to throw. When the drive shafts go back into those Polish CV Joints there is a tripod joint with three roller bearings on it. Just as I was fitting this, all the needle rollers in one bearing decided to fall out. For the detail freaks among you there are 28 rollers in each of the three bearings. Guess how many I found? Close enough – 26! Back for a coffee and a replacement bearing. Another delay, another look of patience wearing thin from my long suffering wife.

So, the engine is in and the drive shafts fitted,. Now to see if it runs and I have fixed the original problem of fuel starvation. First things first, though.

I said in Episode two that I had decided to change the distributor for a 123Ignition electronic distributor. This is the one that looks like the original distributor, with a rotor arm and a distributor body that looks original. The

instructions are in best Dutch/English and looked simple enough. Cylinder 1 at Top Dead Centre, red wire attached to the coil, LED light comes on, turn clockwise till LED goes out, then back a bit till it just comes on, then Brrrrm!.

Well, not quite. Could I find the LED light? No I couldn't. So, with all the garage

lights out and in the pitch dark I tried again. There it was! Round the other side of the distributor under the rotor arm in the worst place possible. Stupid me, I thought, I have it 180 degrees round the

wrong way! But no, the cap has 1 and 2 stamped on it. If I put it the other way round the leads are in the wrong place. Fiddle, fiddle, fiddle and I think I have it right. At least I am getting a spark!



The old distributor with the loose cap

All the fuel lines are back in (new in-line metal filters to replace those horrid paper ones that break up and fill the carb with bits of paper!). Choke and accelerator cables are fitted, so she should fire!

Not a bit of it. Who remembers when I said there was an overflow fuel line, which goes from the carb back to the tank on a 126? On my 500 this overflow pipe has been fitted back into the fuel line before the fuel pump. So, until there is fuel all round the circuit, in the carb chamber, etc. the fuel pump can just suck on air. Who remembers sucking fuel through a syphon? I do from my teenage years. Well, the same thing happens nowadays! Yes, a mouth full of premium unleaded – Ugh! Still, that got enough fuel into the carb for me to try again.

Choke on, fingers crossed, whirr, whirr, whirr, whirr, chuff, chuff, chuff, Brrrrmmmmmmmm!!!!!!! Rana Verde Rides Again!

Garage doors open, into gear, off she goes. Outside she was washed, waxed and polished. Back into the garage.... Smiles all round.

That was a week ago and this last weekend we took little Rana for her drive to our friends that we started back last March. We stopped for coffee, went to the

pet shop, off to other friends, stopped at the Golf Club. She drew admiring glances from all we passed and do you know, I have learned something else. No-one can look at a Fiat 500 driving past without smiling, laughing or waving.

No sign of fuel starvation, the engine sounds sweet and she accelerates quite well (at least as fast as Bradley Wiggins!). But maybe I am fooling myself. Whatever she throws at us next I have enjoyed every (well, most) moment of working on her. Next I think I'll replace the front brakes with discs, but maybe leave that until Janet has a chance to drive Rana for a while.

Happy 500 Driving readers.

Alan Cook



Piccolo Rana Verde ready for her (2nd) maiden Voyage.



Rana's re-fettled engine bay!

Jack the Star of the Tarot

I have always thought I have a had a flair for the creative and have always kept cardboard boxes, loo rolls, brown paper and pipe cleaners handy for when the need arises. My sindys never went without, and if I couldn't have it I would 'make do and mend it'.

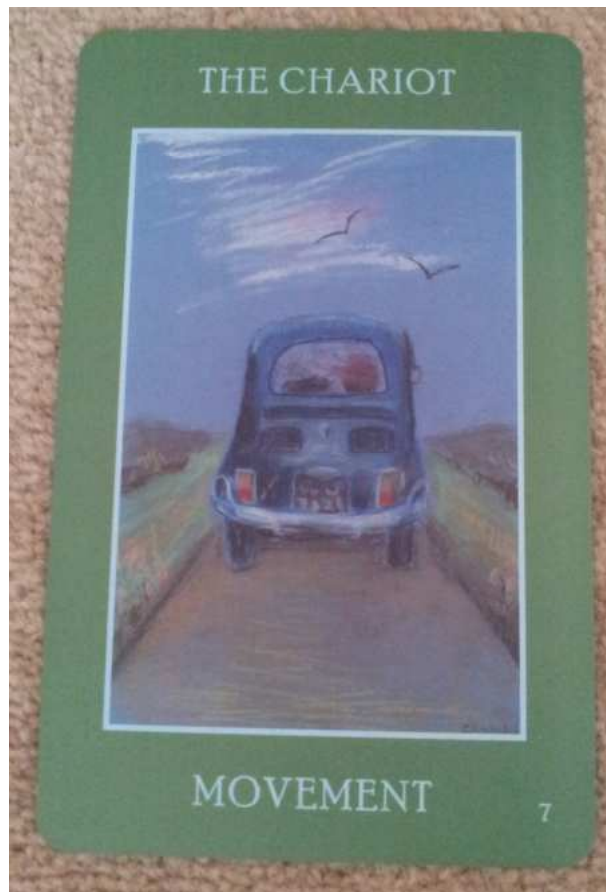
Looking at the price of a fancy dog collar recently I thought to myself 'I can make one of those' and Spot my dearest friend and companion now has one for each day of the week and a neon one for nights out. The trend even caught on and a friend made her one out of cross stitch, such a lucky labrador.

Now as luck would have it there were some pastel crayons on offer on Ebay (they all turned out to be green but that's another story) and I was in a 'creative space'. I should have been studying some very learned material but I could not concentrate and thought well, lets think about anything else but what I am supposed to be doing and hey presto Jimmy's your aunt I produced a set of Tarot Cards.

I was so impressed with the result I cajoled my local printer into producing a few sets (on sale £ 24 including p&p).

I just had to tell this story because the famous Chariot card no.7 is in actual fact a Fiat 500 and if you look closely, Spot is in the back and I am driving! I really do think it should have been the 500 all along. What do you think?

Justine Johnson



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not blue.

This is 1966 -1974 Triumph Blue 126.

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WEDDED BLISS IN PETERBOROUGH

We have had a request from Sylvia, regarding her daughter's forthcoming marriage. 'I wonder whether you might be able to help me. Our daughter is getting married in September and her fiancé is mad about Fiat 500's. Do you have anyone registered in the Peterborough area who might be able to help me out with planning a surprise for them for their wedding day in September? I would love to be able to organise a sit inside or a few photographs in/with a Fiat 500 - we'd love to have one as a wedding car but the price to hire one for that purpose is £500+ from the two companies who hire them out for this purpose - beyond our budget as they are both students. So I thought the next best thing would be a little time with a car. Are you are aware of any owners in our area who might be able and willing to help us out?'

Over the years we have had lots of people requesting the use of our cars for weddings, etc and the general advice we give in this incidence is that the risk in the event of something going wrong, ie road accident, breakdown, or personal injury etc, is not covered by insurance if there is a payment, whether in money or kind, and so we advise our members to not become involved.

However, in this case the 'Happy Couple' only wish to be photographed and sit in the car. Nevertheless we must make it clear that any agreement is purely one between the parties involved and not a responsibility of the club or its members.

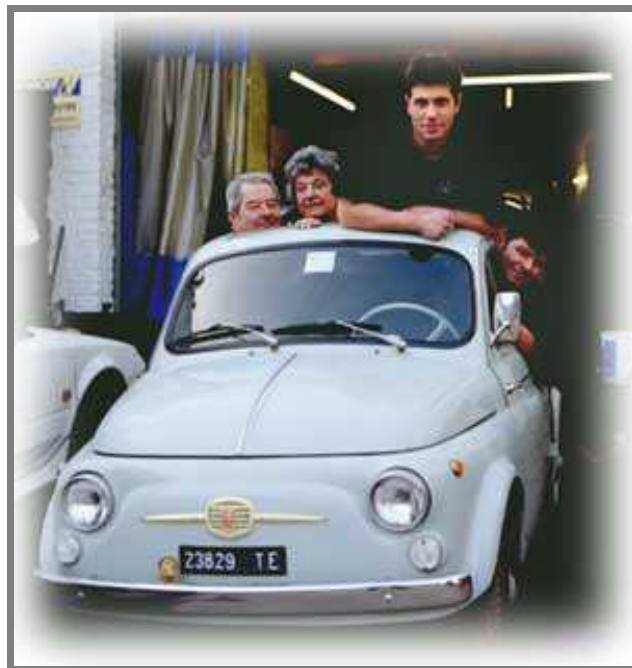
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HORSHAM PIAZZA ITALIA – 1st April



On a sunny but bitterly cold April Fool's day the James family, Gary, Helen and Holly, amongst many others attended the Fiat 500 Enthusiasts Club's first meet of the year, the Piazza Italia event at Horsham. Thankfully we had brought plenty of layers of clothing.

As brand new owners of a red 1972 Fiat 500 F (christened 'Flo') we were really looking forward to it. Alas Flo couldn't make the trip because on her maiden journey from the seller her clutch pedal decided that after 41 years it was time to come off just as the M25 was beckoning. Flo had to spend her first weekend in our ownership being repaired by a local garage after a valiant attempt by us to complete the work. No doubt, it won't be the last time we call upon Franco at Ricambio for spare parts!

Despite not taking Flo we were very warmly welcomed by the other members of the Club and we were delighted and encouraged to see a large number of Fiat 500s all looking splendid; their paintwork gleaming in the sunshine and the variety of hues looked like an artist's palette. For most cars, it was their first run



out of the year having been hibernating through the winter but they looked far from weary after their long slumber. They more than held their own amongst the ranks of other Italian marques and brought many a smile to the spectators young and old. This was no more evident than during the convoyed departure when members of the crowd were heard to say "Those old 500s are my favourite". We knew then that we had bought the right car. To see them all leave at the end of the day, tooting their horns as they did so, was a joy and we couldn't wait until our turn which was going to be Auto Italia at Brooklands.

So we would like to say a big thank you to John, Steven, Nathaniel, Jenny and Vittorio for making us feel so very welcome and for organising a splendid Italian meal within touching distance of the 500s! Bring on Auto Italia!!

Gary James

Just to clarify, we have to thank member Sam for organising the meal again for us this year JS

NOTES ON FORTHCOMING EVENTS

Bath Pageant of Motoring* Saturday & Sunday 6th & 7th July

I can now confirm that we are entered as a club for the above event. The organisers have accept our reservation of a Display area and Shelter for both of the show days, and free camping will be available for those wishing to attend on both days and stay overnight, Note that, SINGLE DAY attendance is equally welcome. Those wishing to join us are asked to fill in a simple form on line at the organisers web site which is www.bathpageantofmotoring.com

Before the 16th June and for our plans a short email of confirmation to me chairman@fiat500enthusiasts.co.uk would be welcome.

This is a TERRIFIC event for charity organised by the ROTARY CLUB OF BATH. You will receive an attendance plaque and complementary programme which is an excellent keepsake judging by last years example and car and occupants enter for just £5 payable on the gate on the day. What more can you ask for! Come along and have some fun.

London to Brighton Classic Car Run* Sunday 2nd June

A small contingent from our club will be attending this event. There may just be time to book for the event. If you are interested please contact Nathaniel web@fiat500enthusiasts.co.uk as soon as possible.

**For details see Events section*

Events 2013

The following is based on the latest information, but events and venues may be subject to change, so keep checking the events section of the website and subsequent newsletters and magazines for any updates. Club members will be present at those events listed in black. Those listed in blue are ones at which we plan to take part subject to demand.

Basingstoke Festival of Transport

Sunday 12th May 11am-5pm

War Memorial Park, Crossborough Hill, Basingstoke, Hampshire RG21 4AG

Cars, motor cycles, lorries, buses, tractors and stationary engines.

Please contact Jenny Squillaci at magazine@fiat500enthusiasts.co.uk

London to Brighton Classic Car Run

Sunday 2nd June

Start: Brookland Museum, Brooklands Road, Weybridge, Surrey KT13 0QN.

Finish: Brighton Racecourse, Freshfields Road, Brighton, East Sussex BN2 9XZ

The run will involve a leisurely drive from the Museum to Brighton Racecourse.

Participants to arrive at the Museum from 7am to be flagged off between 8 and 10am.

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Scottish Borders Historic Motoring Extravaganza

2nd June 11am-3:30pm

Thirlestane Castle, Lauder, Berwickshire TD2 6RU

This is a family event which promises a wealth of attractions including around 1000 vintage, classic and performance cars, military vehicles and motorbikes.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Woking Hospice Classic Wheels and Fun Day

Sunday 9th June

Mercedes Benz World, Brooklands Drive, Weybridge, KT13 0SL.

This venue, home to exhibitions and examples of legendary Mercedes-Benz vehicles and,

located on the famous Brooklands site, is the perfect backdrop for the hundreds of classic cars and motor cycles joining us on this day. There will also be organised

entertainment and activities, refreshments, trade stalls, and activities for the children!

Please contact Steven Abbott at membership@fiat500enthusiasts.co.uk

Bath Pageant of Motoring

Saturday & Sunday 6th & 7th July (Saturday 11am - 5pm Sunday 10am - 4pm)

Walcot Rugby Club, Albert Field, Lansdown, Bath BA1 9BJ.

A charity event aimed at families as well as enthusiasts, including displays of Vintage, Post Vintage, Historic and Classic Cars and Motorcycles.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Amberley Classic Car Summer Picnic

Sunday 21st July

Amberley Museum, Amberley, West Sussex BN18 9LT

A delightful showcase of classic motor vehicles and accessories from the 50s, 60s, 70s and 80s with some owners in fashions from the period. Why not come in fancy dress from your favourite era?

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Stafford Castle Classic Car Show

Sunday 4th August 11am - 5pm

Stafford Castle, Newport Road, Stafford ST16 1DJ

Fun for all the family, classic, vintage and collectors cars on display.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

CarFest North

Friday 2nd - Sunday 4th August

Oulton Park Race Circuit, Little Budworth, Cheshire CW6 9BW

CarFest North, run for the benefit of the BBC's Children in Need appeal, promises all the elements of its sister show in the South.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Capel Classic Car & Bike Show

Saturday 17th August 12pm-5pm

Capel Recreation Ground, Capel, West Sussex RH5 5LD

A local show in support of Friends of St. John the Baptist Church, Capel.

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

CarFest South

Fri 23rd - Sunday 25th August

Laverstoke Park Farm, Overton, Hampshire RG25 3DR

Run for the benefit of the BBC's Children in Need appeal, this year promises to be as good as last, with a car auction and Chris Evans' 'Magnificent Seven' and others tackling the hill climb. Huge numbers of car clubs and individually owned cars will be on display.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Dunsfold Wings & Wheels

Saturday 24 – Sunday 25th August

Top Gear Test Track, Dunsfold Aerodrome, Dunsfold, Surrey GU6 8HY

This historic setting (home of BBC's Top Gear), returns for its ninth year with a variety of aviation and motoring displays, iconic cars, shopping and arena attractions.

Please contact John Jenkins at chairman@fiat500enthusiasts.co.uk

Kent Italian Classic Car & Bike Show and AGM

Sunday 1st September

Honnington Farm, Vauxhall Lane, Southborough, Kent, TN4 0XD

(The AGM will take place at 3 pm in the club marquee)

Run by club members in aid of the Kent Air Ambulance, the car and bike show is combined with the Honnington Country Fair making it a great day out for the family.

Please contact Nathaniel Cross at web@fiat500enthusiasts.co.uk

Christmas Meal

December TBC

Other events are in the pipeline so keep watching in the magazine, newsletter and events section of our website www.fiat500enthusiasts.co.uk.

Sale of Bruce Weiner Microcar Museum



This February, the sale took place of reputedly the world's largest collection of microcars. The cars were sold Bruce Weiner who took 11 years to build up his collection and whose fortune was made in the confectionary business. Having enjoyed the thrill of the hunt, at the age of 54 he decided to sell off his collection in order to simplify his life.

Below are the prices that some of his cars fetched with links to the auction catalogue, which make for interesting browsing.

Multipla £43,370 http://www.rmauctions.com/lots/lot.cfm?lot_id=1057232

Seat 600 £15,800 http://www.rmauctions.com/lots/lot.cfm?lot_id=1056852

Subaru pretending to be a Fiat! £15,100
http://www.rmauctions.com/lots/lot.cfm?lot_id=1056846

Giardi £12,800 http://www.rmauctions.com/lots/lot.cfm?lot_id=1056912

Model Jolly £1,130 http://www.rmauctions.com/lots/lot.cfm?lot_id=1057056

Model Giardi £980 http://www.rmauctions.com/lots/lot.cfm?lot_id=1056999

Model 600 £490 http://www.rmauctions.com/lots/lot.cfm?lot_id=1057211

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

Sports exhaust with twin chrome tail pipes and brand new brackets.

The exhaust is only a few months old. **£70**

Please contact Les Clayton lsclyt@gmail.com

(If you don't have internet access, contact the editor on 01256 771105 who will pass on the message)

WANTED

Don Paesano is looking for a Fiat 500 price between £2,500 and £3,000 anything within reason considered.

Contact No. 07974 501644

WANTED

Original parts in good or restorable condition, for a 1970 Fiat 500 L

Quarter Light Frames & Exterior Door Handles.

Please contact Don Stewart on 020 8330 7071

WANTED

1955 Topolino rear porkpie lights, gasket set for O/H valve engine, starter pull cable with correct knob, or knob only, any other spares you may no longer have a use for.

Barry Worsey 01384 873560 or mobile 07733115562

NEW MEMBERS

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

David Jones	Surrey	Yellow	500L
Jason & Claire Wedd	Lincolnshire		
Shafi Ahmed	Essex	Red	500
Geoffrey & Lucia Alton	Derbyshire	Blue	500L
Ian Butler & Francesca Zuffolato	Essex	Black	500L
Jorgen & Tracey Espelund	Wiltshire	Ivory	Giardiniera



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COPY FOR THE JULY MAGAZINE SHOULD BE WITH THE EDITOR NO LATER THAN MONDAY JUNE 17TH 2013

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