

27



July  
2013



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

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## Congratulations

Gillian Boswell, one of our longest standing members has announced her engagement to David. Gillian and David have known each other for some time and intend to get married next year.

Eric, Gillian's father and our first honorary member, has expressed his delight at the news.



Gillian and David are pictured below in the Boswell family's Giardiniera 'Aida' at Brooklands Auto Italia 2013. Aida was bought by her father Eric for his wife from new.

We wish Gillian and David every happiness for their future together . JS



## CLUB SURVEY

Following a meeting at Club Expo it was decided that in order to provide a club in line with the members' wishes, we needed your feedback. Some of you may already have the survey if you receive your newsletters by post. For everyone else, it has been included with return envelope in your July magazine.

Completed surveys should be posted to Steven Abbott whose details are listed on the inside of the front cover and on the form itself.

Please try to find time to complete one, we really value your input.

## BROOKLANDS AUTO ITALIA 4TH May 2013



*David in his pristine yellow 500*

The auto Italia was touched on in the May issue of the magazine, but most of the pictures taken reached me too late to be included—here is just a small selection.

If any of our members who took their cars out on the demonstration lap would like a photo of their cars, email Steven at

[membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk) and we can send the original photos on a cd.

Members who joined us on the day will know that we celebrated our 5th year of existence with a birthday cake. Those with a sweet tooth might be interested to know that we intend having impromptu cakes at other events around the country.



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## MIDLANDS GROUP



### Midlands Networking

Many people are used to the concept of networking, whether through work colleagues, social networking, or whatever. I'm now doing this to build up

my Fiat 500 contacts in my area.

As well as the contacts made through the Cholmondeley Castle event, I've found a Rover work colleague with a 500 who lives nearby. We both go to a local monthly 'pub car park gathering' of classic cars, and through that I learnt of someone who also has a bright green 500 (at first they thought mine was his). I tracked him down to nearby Kidderminster, and arranged to meet him. He is an amazing 80 year old, still restoring classic cars (current project is a Jowett Javelin), as well as still manufacturing batches of model ride-on railway locos!

He restored his Fiat 500, and told me of another West Midlands 500 owner who uses his (yellow) 500 all year round, as his main vehicle, just like me. I'll meet up with him soon.

### Trip to Cholmondeley Castle – 14<sup>th</sup> April 2013

As a 'warm-up' for the Cholmondeley Pageant of Power (14<sup>th</sup> – 16<sup>th</sup> June, [www.cpop.co.uk](http://www.cpop.co.uk)), the club got invited to this 'clubs only' event. As it was my first event on behalf of the Fiat 500 Enthusiasts midlands area, I wasn't too sure what to expect. The responses to the article in the club magazine indicated two other 500's were going to turn up, unfortunately wheel bearing problems put one out, so on the day there was my car and the Sicilian 500 of Sara and Franc.

As planned, we met up at my



brother-in-law's place, and rode in together, crossing a spectacular canal lift bridge en route. As you can imagine, we were perfectly at home in a pageant of power preview, alongside AC Cobras, Jaguars, Triumph Stags, and other similarly powerful machines.



You can see in the photo where all the attention was, and it wasn't the queue for burgers, honest! We had a line-up, for some photos, and a couple of laps (behind a safety car of course, they didn't want us to embarrass the other



exotica!). We were given leaflets for the main event in June, and it was unashamedly a promotional plug, & a very nice one too! Sara and Franc took loads of photos with their professional looking gear, and kindly sent me a CD with 60 high

definition photos, a few of which are used here. Their story is an amazing one.

Last year they went on holiday to Franc's family home in Sicily, bought a Fiat 500 out there, and then spent two months driving it back to the UK. The adventures are brilliant! Have a look at their blog:

<http://adventureswithafiat500.wordpress.com> I'm looking forward to some more events, and getting to meet some more 500 enthusiasts. Please get in contact with me and let me know what you would like to see, and participate in.



**Tony Spillane Midlands Co-ordinator**

## BASINGSTOKE EXTRAVAGANZA

### Basingstoke Festival of Transport Sunday 12th May 11am-5pm

After the previous weekends event at Brooklands, where we were part of and surrounded by the Italian Exotics, Ferrari, Lambo" Lancia and Alfa to name drop just a few, it would have been easy to suspect that this weekend would be a smaller quieter gathering. Well it was quieter for sure in terms of exhaust noise, but the amount and variety of vehicles was astonishing for what should have been a locally organised and supported event.

The "Festival of Transport" title of course allows a wide range of vehicles to enter, as well as the usual range of classics. Which always reminds us how many marques we have lost from the British motor industry, but Fire Appliances, (called them fire engines in my day!), military trucks and much

more attracted the local people  
i n t h e i r m a s s e s !



Again, when comparing to the previous event I found myself chatting not so much with "petrol heads" and "experts", but the general public, many of whom didn't know a fan belt from a fender (American term) but certainly knew what they

liked and what they didn't. All loved the 500 of course

Certainly the organisers had provided a great day out for their public. So I have to say, that what I enjoy at these meetings is the occasion when talking to someone who at first seems to be just an 'ordinary guy' the conversation drifts into the totally unexpected! I will try to be brief, The gentleman in question was 82 yrs old, had a walking stick, was waiting for a hip replacement, a wife at home who he cared for fulltime, etc. boring you might be thinking. Then I discovered that he was a mechanic at a garage in Bristol my hometown when I was an early teenager, I spent many hours staring in the window of the local bike shop next to his garage , Kings of Bristol the same name as the bike shop and obviously linked. We had probably been just a few yards apart at those times. Still boring you are thinking. I then discovered that he still prepares and RIDES his 150cc off road motorbike in trials and regularly wins in the veteran age group. He swears the vibration on the bike stimulates blood flow and he



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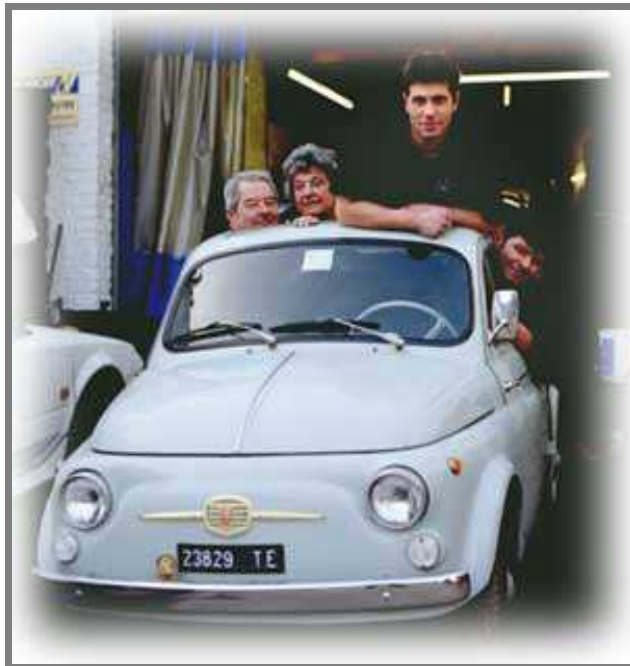
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has no pain from his joints for several days after an event!

Eventually he hopped onto his mobility scooter and said that he had to go! Hi! I said ,Why do you need that ? It's the missus he replied, she's going into care tomorrow and won't need it, so I thought that I would have some fun!

I hope to see him next year.

**John Jenkins**

### **Fiat 500 Hints & Tips**

I've had my 500 for over six months, and use it as my everyday car. To make this as pleasurable and safe as possible, there are a number of things I've had to do.

**Lights** To upgrade them from 'ornamental' to 'functional' I've done a few things. The old headlights dipped a la continental, although no-one objected if I left them on full beam, they were so weak! I have now adapted the headlamp rims and the beam adjusters so that I can fit 5 ¼ inch headlamps (Triumph Stag / Dolomite etc) with halogen 55/60w bulbs. To overcome voltage drop, and protect the switches etc, I've fitted micro relays to the dip & main beam circuits. The difference is amazing!

**Charging** To support the above, and regular stop / start usage, my car already had a 126 alternator. However, the main wire from alternator to main battery cable, at the starter motor, needed replacing with a thicker cable to allow the full alternator charging current and proper functioning, and the drive belt re-tensioning

**Indicator warning light** My car is the 500L, with the rectangular instruments. During the daytime, the indicator warning light is not readily visible. I tried changing the 1971 bulb, but to no effect. I then found a halogen version of the capless bulb, part number B125CAPQH . This has brightened up the warning light sufficiently to make it visible in the daytime, and it's still 5w, so it doesn't overload the flasher unit.

**Wash wipe system** During bad weather, and dark winter nights, a good wash wipe system is necessary. The main issue for me was making the controls quick and easy to use. I considered grafting in a later 126 set of steering column stalks, but it was going to be too much of a carve up. Instead, I've added an extra switch (with extension stalk) to the side of the steering column, and a relay system so that it operated the wipers, and with a further spring loaded movement it operates the electric squirters. Heaven! The vacant hole in the dash is now used for my heated rear window (a proper HRW that wasn't available when the cars

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were new!). Double heaven!

**Inertia seat belts** The car came with its original static belts. If these were properly adjusted to keep your nose off the windscreen, it then became difficult to do certain driving tasks. I found a classic car supplier of inertia seat belts that are compatible with the Fiat 500 (basically, designed for Triumph Spitfires, Heralds, etc where there is no high level anchorage point. I had to make a new mounting point under the rear side window for the inertia reel, as otherwise I couldn't slide the seat right back. So much more comfortable and easy to use now.

**Tony Spillane**

Midlands Event Co-ordinator

*I have had conversations with at least two other members who have also come up with some useful and innovative hints and tips. It would be good to have a permanent spot in the magazine for these—so PLEASE get in touch either by post, phone or email. Unfortunately we cannot print the names of suppliers, as this would be unfair to those advertising in our magazine.*

JS



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## London To Brighton Classic Car Run

Actually, the route is from Weybridge to Brighton - that doesn't sound as evocative, but it does mean you don't have to crawl through the traffic of Streatham and Croydon, so it's an improvement.

We arrived with Dinky (our 500) at familiar Brooklands at 9.30 for our official start time of 9.55. We were told most had already left and we might as well go whenever we were ready. We were issued with a thick route book using 'Tulip' directions and a rally-style plate to fix to the front of the car. A man in Edwardian costume waved us away with a Union Flag as our photo was taken and we drove under Concorde and out through Mercedes-Benz World.


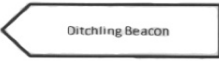
We quickly caught up with a very slow, and rather lurchingly driven, coachbuilt Vanden Plas and a number of other classics formed a queue behind us. The route took us through Cobham and Leatherhead, where I was able to skip past the Vanden Plas in the one way system - just before he took a wrong turn, followed by all the others. We carried on to Dorking, where the route switched to minor roads for the rest of the journey.

The journey was superb. The sky was cloudless, the sun hot, the roof was back and we were sliding along traffic-free Sussex country roads that suited a 500s performance perfectly. No long straights, no steep hills, no town centres. And Sussex in late spring is truly stunning. When you spend most of your life commuting between Woking and Waterloo, as is my lot, you can forget just how beautiful England is. The directions were simple to follow and Dinky was running superbly. We followed a Sunbeam Alpine for some time, and caught occasional glimpses of other cars on the run, which you could spot from the rally plates.

We reached the rest stop at Sheffield Park, a National Trust garden where we met the veteran car event travelling the same route in the opposite direction. The gardens are beautiful, so I'm told, I didn't bother looking at them as you can't eat them and they don't require combustion engines to function. Yes I'm a philistine (and no, this wasn't meant to be a confessional piece). The queue for some pretty unappealing-looking food was long, so we had a look at the other competitor's cars and decided to press on to Brighton, hoping to find a nice pub to stop at.

We drove towards the coast, and all was right with the world, until we found ourselves climbing Ditchling Beacon. For those unfamiliar with it, it's the highest

point on the South Downs and is traversed by a very narrow road with a number of hairpin bends. It's also a magnet for cyclists. Most of whom are way too unfit to actually make it to the top. So we had to crawl up this steep hill in first gear, slipping the clutch and stuck in traffic trying to squeeze past cyclists overtaking cycle-pushers, desperate not to stop because I knew starting on such a hill without rolling back wouldn't be possible.

Total Mileage	Inter Mileage	Direction	Information
35.2	0.1		Turn left onto Beacon Road 

Going down the hill on the other side was a relief, the hill start from hell was thankfully never required, only to meet a ten minute traffic queue to get out onto the A27 at the end of the road. I think it's fair to say this part of the route could have been better thought out.

Sadly, it turned out the best of the event had already passed by. We crawled into Hove through the normal heavy traffic, then along the seafront to Brighton. Dinky's clutch had been getting less and less happy since Ditchling Beacon and was now juddering badly as you pulled away from rest such that the whole car shook. I was at the very least as grumpy as the car. Now it's traditional that such events finish at Marine Parade along the seafront, but that was booked for a Mini event that day. So we were finishing at Brighton Racecourse, which is up a really steep hill. With several sets of traffic lights. All of which were red. We made it to the gates of the racecourse where the marshals stopped us on the steepest part of the slope. Dinky had a tantrum and wouldn't pull away, navigator Sharon had to get out to enable us to get into the car park. Embarrassing.

So the finish - promenaders admiring the cars as they strolled along with ice creams, the beach on one side and Regency town on the other, swapping stories of derring do with other participants - erm, no. There were about seven other competitors' cars there, but no sign of their owners, a small car boot fair with a burger van (entry 70p) and the promise of a cream tea in the void under the grandstand, but not for another hour. We decided to cut our losses and leave.

The good news is that after a steady 50mph cruise on major roads back home the transmission had cooled down and the clutch was working properly again.

Next year we're planning to run a similar event ourselves, but with a route better suited to 500s, assuming we can sort out the insurance required.

**Nathaniel Cross**



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## Topolino Snippets

*A few items have surfaced following the Topolino issue of the magazine last November, but I am very keen to include more. I know our contingent of Topolino owners in the club has grown, and I would very much like to hear from you. Perhaps you would like to tell us how or why you acquired the car, any hints or tips on restoration or maintenance, in short absolutely anything Topolino related would be most welcome.*



This Topolino was one of a series of photos downloaded from the Toffen Museum site in Switzerland when an entire Swiss scrapyards was auctioned off in 2009. More photos can be found at Phil Seed's virtual car museum. [www. Philseed.com](http://www.Philseed.com)

Hello,  
David Kipling kindly alerted me to your magazine article on Topolino body F1 stock cars.

The two attached photo's were taken by me during 1964 at Brandon stadium, Coventry and Long Eaton stadium, Nottingham. Both show car 69 built, owned and driven very successfully by Nev Hughes of West Bridgeford. As can be seen, the car was very well presented & built to a very high stock car standard.



As mentioned, the Topolino body was quite popular at the time for stock cars but not all were so smart in appearance. David Kipling via his [www.oldstox.com](http://www.oldstox.com) site can provide a wealth of further info if required.

**Dave Chapman**



## Topolino Club Nederland

[www.topolino-club.nl](http://www.topolino-club.nl)

[info@topolino-club.nl](mailto:info@topolino-club.nl)



The chairman, Henk van Koolwijk, of the Topolino Club, Nederland has been in touch and has given us some details of his club.

The club is very active and has more than 200 members, all over the country. They are members of the European Federation of Topolino clubs, and in the earlier days used to have contact with the Fiat register in the UK. Henk asks if the register still exists.

Members from Swiss, Germany, Italy are in this Federation, and every year a big Federation event is held in one of these countries.

In May, 2012 the club celebrated their 45 year jubilee together with the Federation members and the club from Belgium. Photos of this event can be seen on their website (see *evenementen*).



*Fiat Topolino 1947 Dutch Railways*

In June this year they organized a Federation event in Poland, with a visit to the Fiat Polsky Factory near Krakow. This factory now produce the new Fiat 500 and Ford Ka.



## The Fiat 500— Car of Choice

*Coincidentally I have received two articles from members, explaining why the Fiat 500 was their vehicle of choice. We all have our own reasons; the purchase of our 500 was due purely to nostalgia, my husband having spent part of his misspent youth crammed into the little car with far too many of his friends on weekend jaunts.*



As a new member I thought that you might be interested to see what finally made me buy a 500.

When I was younger (much younger) I discovered Italian cars in the shape of a Lancia beta, a great car but wrong

wheel drive! After its departure my attention turned to the wonderful Fiat 131 of which I owned 5 on the trot, each being modified to be faster than the last.



Finally I gave up welding and moved onto an X1/9 . why did I think that this wouldn't need welding ? Having given up welding again, I moved onto an Uno Turbo which was dangerously fast, I loved it. Finally I moved onto boring and reliable cars for all the right reasons but always hankered after another Fiat. Travel forward a few years and My wife and I are off to

Elba for a holiday, a most beautiful island that I had visited for work several times, and look what turned up on our second day !!!!

When we arrived home I just had to have one. I purchased a "project car" last year and am in the process of building an Abarth replica very slowly as fund permit.

**Paul Dickerson**



## Why a Fiat Cinquecento

By Ian Butler (Fiat 500L 1969 owner)



It all started earlier this year 2013 during a BBC programme my wife & I were watching called "Italy Unpacked" with Andrew Graham-Dixon & Giorgio Locatelli exploring the history, culture, food, art and language of Italy. I have to say we have a love for Italy as my wife is Italian from Milano and I have worked there previously for a couple of years, so anything that reminds us of Italy is good to watch and to have (within reason!).

On one particular programme the Classic Fiat 500 was explored giving an overview of its history. My wife commented that her parents had one of these when she was younger. They seemed so much fun it would be great to have one for those sunny summers days I think we in the UK are meant to have! Well, what she did not realise was that I also thought this looked like a fun car and to own a piece of Italian history would be great.

So the next day I started looking on the internet, firstly I was looking on UK classic car websites to start finding out the market prices. There was quite a range of prices based on conditions and whether the car had already been registered for the UK i.e. with MOT. Then as I started searching deeper I started to find Classic car sales in Belgium / Netherlands and in Italy. The Italian websites were very interesting, again seeing a market price range based on condition; here I also

found the challenge of using my basic Italian language together with finding a good European priced car to be brought back into the UK. As luck had it, I found a car approx. 10km from my wife's parent and on my next trip to Italy I was able to visit the car I had selected.

When I arrived I was amazed to find not only the one car that I had seen in the website, but two others that the owner Carlo was selling. Have to say even I was amazed to find three very good condition cars that he had collected over a 30 year period. All three cars were for sale so I had to make a choice and in the end I chose the car that was most striking to me: a Black Classic Fiat 500L 1969. In all of my searching I only found a couple of these. On the picture below you can see its previous owner of 30 years Mr Carlo Volpi.

If anybody is interested I can put you into contact with Carlo, however you will have to communicate in Italian or ask if his daughter can speak on his behalf, she is actually an English Teacher.



So what have I learned from this experience is that you should do your research first and explore all possible avenues to buying by turning as many stones as possible, but in a short time, then once you have found what you are looking for, go for it.

Obviously before deciding on buying a car in Europe, whether it is in Italy, France Netherlands you have to consider a few points: how to get the car back to UK, should I drive it or should I have it transported, etc. I know that in a previous magazine Greg & Elaine Smith decided to take the plunge and drive back. It seems that although however much organisation you do, something will go wrong. Therefore I think as a minimum you must have breakdown cover, if you can get it as I understand some companies will not give cover for cars over 10 years of age.

I decided to take the easier option of using a transport company to ship my car across from Italy to the UK. The company I used was Transcars from Purfleet, Essex. I again did a lot of research of the different companies available and there was approx. £1,000 difference. Following a conversation with the European Shipping Manager, I got a better feeling of how they were going to treat my car and also to make sure there was a good insurance cover from the company. Within the same day of instructing the company I was informed that within the week they would be picking the car up in Italy (at my parents-in-law house) and



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that it should be back in England within a few days.

Before the car left Italy Carlo (the seller) had to arrange for the documentation proving the car had been taken off the road in Italy ready to be exported to another EU country. If the car is going to be permanently removed from Italy then the number plates should be cancelled in Italy. During the transportation back to the UK the vehicle was stopped by the Italian Carabinieri (police) and all documentation was verified, so it is always wise to have completed all the necessary export documentation. I also provided to the transport company: a copy of the Certificate of ownership (Certificato di Proprieta), official declaration of sale (Dicharazione di vendita verbale) with the sale price signed by both vendor and buyer, and a Notary (notaio), and a photocopy of the official type approval (foglio di immatricolazione).

Since the car has arrived in the UK, I have had many things to do: declare the vehicle's permanent entry into the UK on the HMRC website: <http://www.hmrc.gov.uk/nova> (within two weeks), have the car MOT'd within a 4 week period & apply for its UK registration (using V55/5 form) as the local DVLA can only register the car if it has full insurance cover. My insurance company (approx. £120 for 2,500 mileage yearly cover) provided me with a 4 week cover note, however I needed a + 1 week extension. What I did find out from the DVLA is that all local DVLA centres will close by the end of this year therefore it will be in the future much longer for the registration process as all documentation for vehicle registration must be sent to DVLA Swansea. I was also surprised that the DVLA have an arrangement with other EU countries to send the original log-book back to that country. This is a big shame for me and I did confront the DVLA attendant (politely) to ask why I could not keep the document, however she indicated that this is an EU rule and if you want your car registered then you have to give up the document and take a signed copy for your records, obviously I had to agree.

Anyway, the summer days have now actually arrived, and what a great end of May bank holiday we have just had. I hope there is going to be many more sunny weekends so my wife & I can enjoy driving around in our classic fun Fiat 500L, we really hope to take advantage in meeting some of you at future Fiat 500 enthusiasts events.

I hope my car will last another 50 years so my children can continue to enjoy a piece of Italian motoring history.

**Ian Butler**

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not blue.

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## 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. So if you are interested in going to any of these shows please let us know.*

**MIDLANDS AREA** Monthly meetings are to be held at the Bowling Green Inn, Stoke Prior, Bromsgrove, B60 4BH, on the third Monday of the month (17<sup>th</sup> June, 15<sup>th</sup> July, 19<sup>th</sup> Aug, 16<sup>th</sup> Sept), from 7.00pm onwards  
Please contact : Tony Spillane at [midlands@fiat500enthusiasts.co.uk](mailto:midlands@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.

Please contact Nathaniel Cross at [web@fiat500enthusiasts.co.uk](mailto: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](mailto:chairman@fiat500enthusiasts.co.uk)

### **Capel Classic Car & Bike Show**

**Saturday 17th August 12pm-5pm**

Capel Recreation Ground, Capel, West Sussex RH5 5LD

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

Please contact Nathaniel Cross at [web@fiat500enthusiasts.co.uk](mailto:web@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 9th year with a variety of aviation & motor displays, iconic cars, shopping & arena attractions.

Please contact Jenny Squillaci at [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk)

### **Pershore Plum Fayre Classic Car Show**

**Monday 26th August**

Abbey Park, Pershore, Worcestershire, WR10 1DT

A gathering of classic cars , part of the Pershore Plum Festival celebrations

Please contact Tony Spillane at [midlands@fiat500enthusiasts.co.uk](mailto:midlands@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.

Please contact Nathaniel Cross at [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk)

### **National MicroCar Rally**

**Sunday 1st September 2013**

The Three Counties Showground, Malvern, Worcestershire WR13 6NW.

The National Micro Car Rally is held once a year, normally on the first weekend in September. Microcar enthusiasts meet to chat, swap spares, show off their cars, and drive them to visit the surrounding area. For anyone interested in microcars, it's a great opportunity to see a bit of motoring history, in action.

Please contact Tony Spillane at [midlands@fiat500enthusiasts.co.uk](mailto:midlands@fiat500enthusiasts.co.uk)

### **The Malvern National Microcar Rally**

**Sunday 1st September**

The Three Counties Showground, Malvern, Worcestershire WR13 6NW

Static display of cars, autojumble stalls etc.

Please contact Tony Spillane at [midlands@fiat500enthusiasts.co.uk](mailto:midlands@fiat500enthusiasts.co.uk)

### **Goodwood Breakfast Club— Italian Sunday**

**Sunday 6th October**

Goodwood Motor Circuit, Westhampnett, West Sussex, [PO18 0PH](http://www.goodwood.com)

The final Breakfast Club of the year, and it's just for Italian cars. Arrive from 8am at Goodwood motor circuit (free entry) to display your car and stock up on tea and bacon rolls.

Please contact Nathaniel Cross at [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk)

### **Christmas Meal**

**December TBC**



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## **MEMBERS WANTED AND FOR SALE**

*Please note that the 500 Fiat Enthusiasts Club only offers free advertising in this column to private individuals who are paid up members and not to businesses or commercial enterprises. The 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**

#### **Classic Fiat 500 ABARTH Wheels**

Good Condition recently taken off my fiat 500L after arriving from Italy.£100 (not inc. posting).

Pick-up or meet at local event (Kent Italian Car Show, 1<sup>st</sup> Sept 2013)

Please contact Ian Butler [iandavid.butler@yahoo.co.uk](mailto:iandavid.butler@yahoo.co.uk) or Tel. 01268 571306



### **FOR SALE**

Hi all Topolino owners .I have just obtained a large stock of Topolino Spares .They are from all Types, A B and C, there are engines, gear boxes, suspension parts, hubs, half-shafts, steering boxes, etc etc. I'm afraid the only bodywork I have is an early bonnet, wants work but useable. Ring me and ask. Barry Worsey 01384 873560 or mobile 07733115562

### **WANTED/WILL SWAP**

**For Type C Topolino.**

Headlamp glass or complete unit, 2 x Rear Over-riders. Original starter control cable or just knob to modify mine. Wheel chock from Tool-kit. 1 x sun visor. Tel: Barry 01384 873560. ( Have spares to swap.) Thanks.

### **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

## Competition

Y-cam Solutions kindly donated a HomeMonitor security systems for a competition prize. In the May magazine, we asked what classic Fiat model was pictured, and in which year did its production end.

Congratulations to **Martin Bates** who correctly identified the Fiat 600 Multipla, which ceased production in 1966 - as a result of Italian regulations banning suicide doors. The full story is in the members section of our website. (login details are on your membership card or printed on the envelope this magazine came in.)



The Multipla pictured was in need of restoration and sold at Bonhams Auctions in Monaco last year fetching just under £ 5,000.

There will be more on the Fiat 600 and derivatives such as the Multipla in a special edition of the club magazine later in the year.

Thanks again to Y-cam Ltd. for generously donating such a great prize.

HomeMonitor is a new security camera service with a difference. The high quality camera and free online account allows you to watch over your car, home or belongings from your Smartphone, no matter where you may be.



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A special 10% discount is available for all Fiat 500 Enthusiasts Club members. Simply use coupon code FIATSAVE at checkout on [www.homemonitor.me](http://www.homemonitor.me) Ts&Cs: Offer expires at midnight on Sunday 31st July 2013. Cannot be used in conjunction with any other offers or discounts. E&OE

## NEW MEMBERS

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

Roger Webb	Wiltshire	White	500 D
Grzegorz Serwa	Lincolnshire	Green	600 D
Tim Speechley	Buckinghamshire		
Darren Mould	Cambridgeshire	Red	500 L
Paul Dickerson	Hampshire		
Barry & Katrina Knowlton	Hampshire	Ivory 234	500 F
Earl & Sharon Johnson	Surrey		
Paul Dunn	Kent		
Ian Bryant	Berkshire	Green	500
James Holt & Shirley Linton	Avon	White	500 F
Charles Anniss	Hampshire		
Ben Thompson	Surrey	Blue	500 L
Andy Marson	Cheshire		
Simon Barker	Staffordshire		
Chris Siddall	Stockton-on-Tees	Blue	500 D
Tim Merriman	Hampshire		
Nick Knight	Hampshire	White	500 L

**COPY FOR THE SEPT MAGAZINE SHOULD BE WITH THE EDITOR NO LATER THAN MONDAY AUGUST 12TH 2013**

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