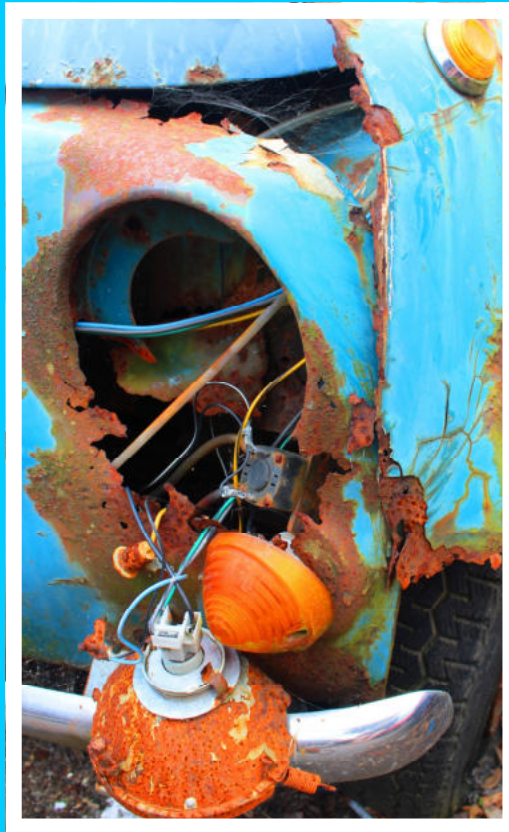


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## NOVA – A Positive Outcome

*(Following on from the FBHVC article reproduced in the October Newsletter)*

Since the last Newsletter, the Federation has been in contact with HMRC on the subject of NOVA, and we are hopeful that we have a solution, albeit a rather case-by-case one.

It is clear from HMRC's reaction to our approach that the number of vehicles imported prior to 15 April 2013 but only now being presented to DVLA for registration is larger than HMRC had predicted. The issue is apparently not confined to historic vehicles.

HMRC have no interest in creating artificial barriers to registration in these cases. HMRC are aware that the issues are 'not an exact science' so are content with a fairly ad hoc solution.

HMRC have now offered the following:

- Anyone, whether or not the importer, now wishing to register a vehicle imported prior to 15 April, who is unable to provide the required forms or information to complete the online formalities should complete a *paper* form NOVA 1. The electronic version will lock out 'incomplete' responses.
- They should do so even though the applicant might not appear to be entitled to use this form.
- It is also not necessary entirely to complete the form if any of the required information is not known, provided the vehicle is properly identified.
- The form will however need to be accompanied with as much evidence and record of the vehicle and how it came to be in the country as is available. It is still not possible to state what evidence HMRC will deem acceptable, but it is clear they have no intention to make the task more difficult and will approach each case individually.

The paper NOVA 1 form can officially be obtained only from the HMRC VAT Helpline 0845 010 9000. However, the Helpline is often very busy, and the Federation can provide copies of the form if required, via the Secretary.

HMRC have volunteered to supply a letter formally confirming this position but as of the date of this Newsletter the formal letter has not been received. As and when it is we will include its terms in the newsletter and on the website.

The Federation recommends that in completing this form and supporting evidence respondents confine themselves to matters solely concerning the importation. HMRC have no interest in registration per se and inclusion of irrelevant information might delay their response.

It is important to say that this update really only affects the last item in the article in the previous Newsletter and that all the advice given then remains valid

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## BEDDA

*The continuing tale of how Sara and Franc acquired, then drove their Turkish blue 1970 500L (Bedda) on a epic 60 day journey from Trapani in western Sicily all the way back to Manchester.*



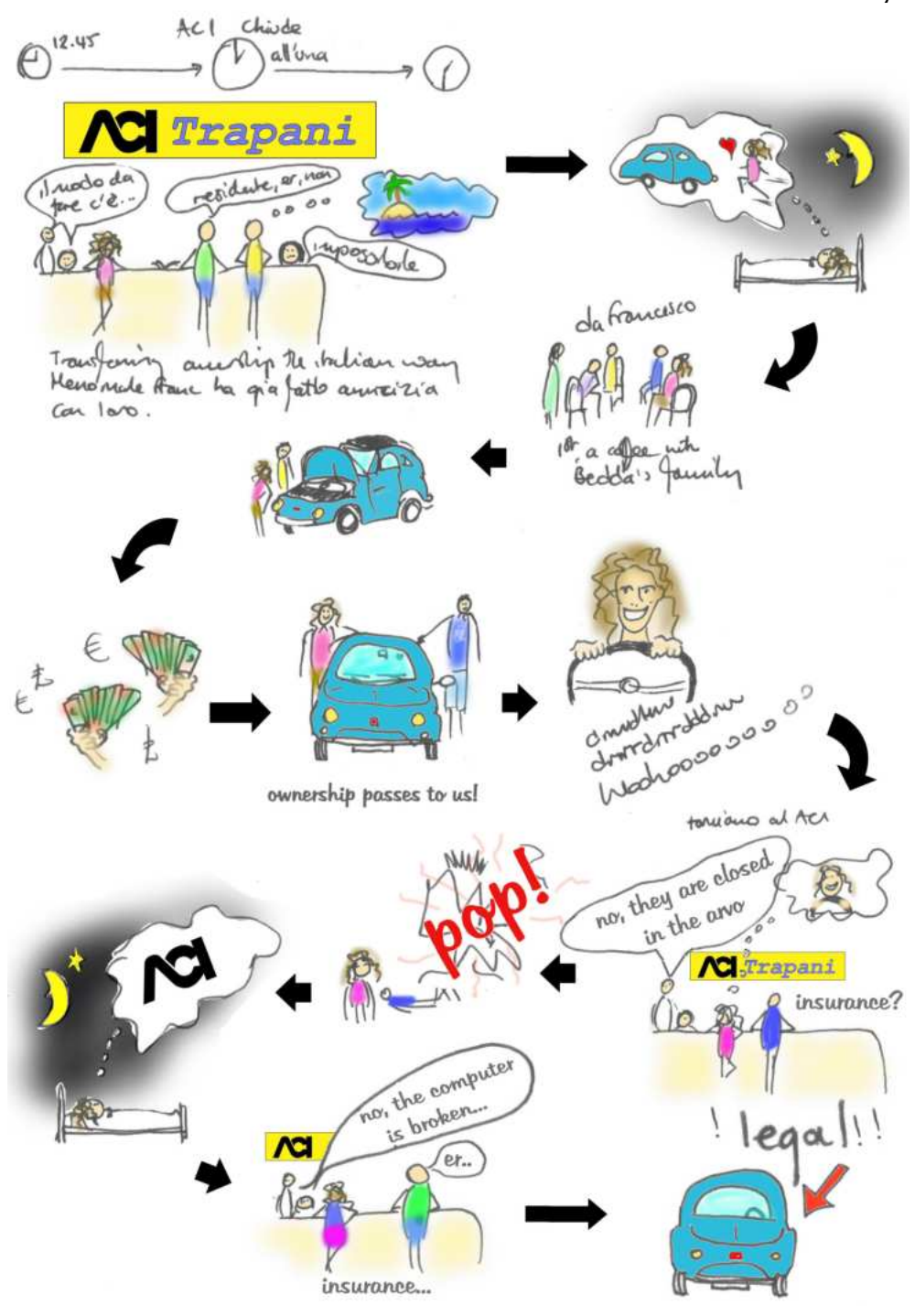
### ***Bedda the devil you know...***

So, we'd found the beautiful 1970 Fiat 500L that we wanted to buy. In the UK, you'd hand over the cash, post the V5 and ring your insurance. In Italy, things are a little more 'complicato'. Firstly, to buy a car for use on the road you must be an Italian or have proof that you are an Italian resident. This involves much paperwork at the Council and Carabinieri, but fortunately, being the son of an Italian, Franc is registered as 'an Italian living abroad' (despite being British with no Italian ID whatsoever). Forewarned of this necessity, we carried with us his (€14, Council issued) A.I.R.E certificate (Registry of Italians Resident Abroad). With the sale agreed (subject to our mechanic's check up over the weekend) we jumped into the seller's Alfa armed with AIRE, passports, driving licences and proof of address, and sped to the Motorizzazione office (DVLA) in Trapani operated by Dr. Gucciardi's ACI Studio (think DVLA office in an AA shop). We'd been here a few days earlier on a reccy and, combined with the

6  
double Sicilian charm of both Franc and Francesco this meant that despite turning up at five to one (and thus closing time) they stayed open another 40 minutes just for us. We paid €237 to: notify the PRA (PNC) and Motorizzazione (DVLA) of the ownership change; have a new 'Certificato di Proprieta' (V5) and 'Carta da Circolazione' or 'Libretto' (logbook) printed; pay the new IPT Provincial tax; and cover the stamp duty and 9% ACI commission fees. Fees were reduced because it was a classic car. As both old and new owners were present to sign, there was no need for a 'notaio' (notary), but because of our 'foreign' status, we also had to surrender the original 1970 logbook (sob) – but they took the time to photocopy every page for us so that we had a copy for our records. We were issued a provisional Libretto (with which we could not leave Italy) to be replaced by a full one within (hopefully) one week. Despite spending 40 minutes seemingly paying money for services that were free in the UK, we were happy. We now legally owned the car – even if we hadn't actually paid for it yet – and had gleaned loads of insider information on how to go about getting her road legal.

We agreed to meet Francesco in three days to pay him the balance and take possession of our blue 500. He had a holiday booked and if we didn't get the money to him by Monday we'd have to wait another week before we could start getting her insured etc. We spent the weekend withdrawing cash from ATMs in the misplaced hope that daily limits didn't apply abroad. In the end, we had to ask Franc's cousins if they could loan us €1000 for a couple of days – which they did. With the car being checked over and the money amassing, we treated ourselves to a well earned weekend of beach!

Monday morning, and as we exchanged all that cash for 500kg of styled, precision engineered metal our excitement really grew. We had coffee with his family as he took lots of farewell photos of his princess – during which he and his dad gave us lots of little tips on how to treat her gears, turning circle, engine, etc. His father gave us a warning triangle in case she broke down (prophetic or obvious?) and with contact details exchanged, we set off the mile to our house on the empty midday roads. Later, at the Motorizzazione office the ACI staff told us that the Libretto hadn't come back from the Govt offices. With a delay likely, we used the time to gather essential equipment for our journey such as petrol canister, spare bulbs, windscreen wipers, air bed, camping stove, pans etc. Added to the tent, sleeping bags and suitcases this made a pile almost as large as the car. Opting for about 3 changes of clothes each, we dumped the cases in the house and went with tiny backpacks. We then practiced the art of packing a Fiat



500 –it’s amazing how much stuff you can fit inside!

Simultaneous to all this preparation, we were making twice daily journeys to the ACI (AA) office to sort out Insurance, Breakdown recovery and ‘bollo’ (road tax) (which is only free if you are a member of ASI [Italian federation of historic vehicle clubs] – the membership fee for which cancels out the saving on the road tax fee!). The ‘bollo’ was €30. Because they knew the right things to say, and how to navigate the odd telesales hours, we left finding the best insurance deal to Dr Gucciardi’s husband Francesco (another one!) at ACI. Quotes for 6 months ranged €400 - €700 and no company would cover the theft of a car more than 10 years old. In Italy the car/owner is insured, not the driver. The Silver ACI breakdown cover cost about €70 for 6 months and included roadside, relay, hotels etc AND two foreign breakdowns elsewhere in Europe. As the sale was private and we intended to drive her out of the country we did not need to complete any VAT (IVA) or export forms nor visit a solicitor. However, because of our AIRE status, we needed to provide signed affidavits from guarantors



(Franc’s dad) to whom speeding tickets (as if!) and parking fines could be sent. We kept all receipts and documents as initial research suggested that the DVLA / HMRC / VOSA might need them upon arrival. With a wink, they advised us that if the original plates were ‘lost after arrival in the UK’ we wouldn’t be able to send them back to Italy. The libretto delay grew longer and in the end we agreed they would post it on to relatives in Turin for us to collect in a few weeks time – so that we could leave Italy legally.





We met her on the 7<sup>th</sup>, had her serviced on the 8<sup>th</sup>, bought her on the 10<sup>th</sup>, insured, taxed and verified her transfer to us between the 11<sup>th</sup> and 14<sup>th</sup>, and were packed and ready to start our journey on the 15<sup>th</sup>. It was during one of the many

(many) to-and-fro journeys to the ACI office in Trapani that we picked a name for our 42-year old Turkish blue 500L. Compared to the plethora of funky Pandas, Qashqais and Multiplas on Sicilian roads, she was clearly a old Nonna (granny) – but a well kept Nonna who's classic retro style and colour turned every head. We named her 'Bedda Blu', Bedda for short as its Sicilian dialect for Bella.

*Next time: And they're off!*



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## McLAREN EMPLOYEE MOTOR SHOW

17th August 2013

*This show was covered in the September magazine, but we couldn't resist presenting you with these pictures sent to us courtesy of **Simon Wait, Stephanie Bradshaw** and the **McLaren photographers**. The first three show the 500s motoring around the lake at the McLaren Technology Centre.*



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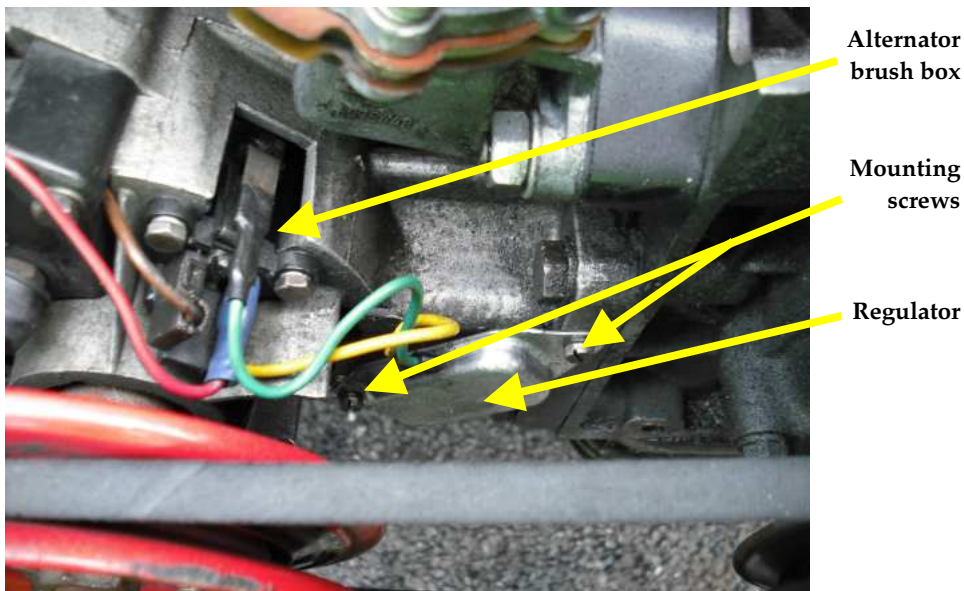
## 'TECH TORQUE'

*Please note that the Fiat 500 Enthusiasts Club advise caution if and when following advice given on these pages as the club can accept no responsibility.*

### The case of the erratic idle

I've got a 650cc engine in my Fiat 500L, together with a Dellorto carburettor. I've noticed that the idle speed sometimes seems to be a bit fast, and then next time it's back to normal. It's not a big deal, but I have checked the jets for dirt, fitted a new fuel filter, and even contemplated getting the throttle spindle re-bushed, as there is a bit of wear in it.

Anyway, I've also noticed that the ignition warning light usually only goes dim after engine start up, and takes a few hundred yards before it properly goes out. I've got an alternator on my car, and the battery is always up to charge, so I guessed it couldn't be anything too serious. I checked the brushes, and they seemed fine.



I was doing a service recently, and had the rear cross-member off to give better access to cleaning out the centrifugal oil filter. With this improved access, I had

another check on the alternator wiring. I then noticed that the regulator seemed slightly loose, even though the screws were tight. A check showed that the screws were slightly too long, and bottomed out before tightening up the mounting of the regulator. I shortened the screws a few millimetres, and the regulator was then secure.

Presumably the regulator relies on an earth connection through the metal case, and previously it was rattling around, giving an intermittent connection.

Not only has this now made the alternator charging correct, with the light going out straight away after starting the engine, but the engine idle is also now consistent, as the alternator loading on the engine has become consistent.

Two for the price of one – can't be bad!

**Tony Spillane**

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## DISABLER SWITCH FOR IGNITION

This method disables the ignition coil until a momentary (push to make or spring loaded toggle) switch is activated. It automatically disables when the ignition is switched off, therefore ensuring that you cannot forget to switch it on (the car will not start) but you don't have to remember to switch it off (it does that itself) *See diagram opposite.*

You will need to purchase: -

- 1 standard relay
- 1 momentary switch– push button or toggle
- 1 relay base if used
- 4 female 6.3mm insulated spade connectors\*
- A few metres of equipment wire—length depends on location of discreet switch
- 1 piece of small terminal block

\*NB If using a relay base these come with terminals so you won't need spade connectors - there are two types of relay with these pin numbers, the configuration shown is the cheapest.

**Method** Locate the wire from fuse 2 to coil (shown as blue in Haynes Manual) Cut at convenient point, strip both cut ends, approx 6mm, and connect into a double connector switch as shown.

Connect a wire to spade connector and fit to pin 85 on relay. Take the other end of this wire to a good earth.

Connect two wires to a spade and fit to pin 87 on relay. Take one wire to 'A' on terminal block, take the other wire to one side of the momentary (MOM) switch.

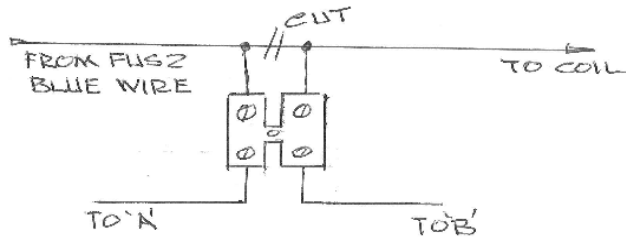
Connect two wires to a spade and fit to pin 30 on relay, take one wire to 'B' on terminal block, take the other wire to a spade and fit to pin 86 on relay. Before crimping or soldering, add one other wire to the spade on pin 86, take the other end of this wire to the unused side of the MOM switch.

NB The wire to the coil + could be found most easily in the engine bay.

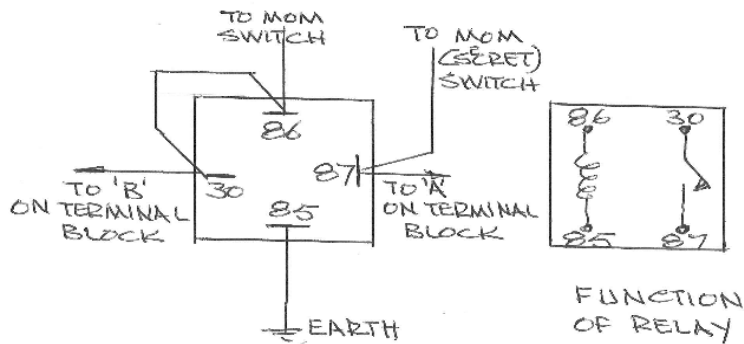
In the unlikely event of switch or relay failure, simply connect 'A' to 'B' until a new component is sourced.

All parts were obtained from 'Ricambio'.

**Don Stewart**



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## Fiat 500 Engine Timing Chain

Recently when I did an engine oil change, I noticed a small metal tooth came out with the old oil. At the time, I couldn't identify it, and assumed it must have been left over from the previous owner's rebuild of the engine. The engine was running well, though there was a bit of a rattle at idle.

A couple of weeks ago I was at the National Microcar Rally and chatting to Janet & Roger Westcott, about their trips abroad. Apparently, the only time they had a problem abroad was when their 500 lost all the teeth off the timing chain sprocket. I suddenly realised, that's what was starting to happen to my engine! I phoned around some dealers, but none admitted to knowing anything about it. I ordered a branded Italian manufactured kit, with new sprockets, chain, gasket, seal, and tab washers.



Fortunately, it's dead easy to get at, once the rear cross member is taken off. As you can see, I caught it just in time, as five teeth were missing, and the other teeth were looking very dodgy! I was so lucky, as I'd just been down to Bristol (from Birmingham area) and back the day before!

It all came apart easy enough. However, getting the new chain & sprockets on was not so easy, as the chain was quite tight. However, I used some long slave bolts & nuts to get it seated, and then gradually replaced them with the correct short bolts and tab washers. Once on it all worked out fine. I had to re-set the





ignition timing, which may or may not have been correct before. On start up, the engine now runs much smoother and quieter. I'm looking forward to giving it a run.

Having worked all my life in the car industry, I've been taught that there's no such thing as a "one off" or a "co-incidence". Everything happens for a technical reason. The fact that two totally independent cars have suffered



teeth coming off the smaller (crankshaft) sprocket makes me believe that there is something wrong with one particular manufacturer of sprockets.

The new one that I've now fitted has got a stronger looking tooth profile, and is obviously from a different manufacturer, as the timing mark is now a dot rather than the previous line.

I feel happier for my car, but wonder how many other cars out there might suffer a similar fate in the future?

**Tony Spillane**

## **Q & A**

*It has been suggested that we run a Questions and Answers Column. There is a wealth of experience amongst our members, so if you would like to share your Fiat related problems in the hope that someone may be able to point you in the right direction, why not write to the editor who would be happy to include it in the next magazine.*

*JS*



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## THE FALL & RISE OF FRED FIAT

Or...LET IT BE DONE/LET IT HAPPEN\*

*\*as Don points out this is the Latin translation of **FIAT** and he states "It will be nice to 'Let it be done'."*

Many years ago my wife and I had owned two 500s having seen one a few years back, my wife commented that she would like one now – having restored a few cars from the ground up, and having seen some 'restored' cars we decided to buy a restoration project. I found a 500L for £400 to restore, it came with a late 126 engine (later found to be seized) also 126 hubs. It was bought unseen and really was a pile of rusty air.

The car was a 1970 model, it had been mostly stripped save for the doors, bonnet and boot, also some of the wiring and running gear. In its past life someone had painted it by hand with as I was told 'Dulux' and a yard broom.

The first job was to strip everything else to a bare shell, I then welded two bracing bars towards the bottom of the door openings parallel to the sill, I then made a small template to enable the fitting of new sills in the same positions. These bars also provide support when the floor is removed.

Previous owners obviously had a fair supply of chicken wire, paper and ready mix – full of body filler!

Firstly the nearside inner and outer sill, then the floor pan was removed. Once all the filler etc had been hacked out there was a gap of some 4 inches (100mm) between rusty floor and rusty inner cill



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the heel board, the bit that goes up in front of the back seat, was also badly rusted and a new section made from thicker steel. I was unable to replicate the reinforcing ribs so I made some folded V sections and welded these in position. When I came to fit the floor I noticed the reinforcing ribs underneath were of very thin steel, the originals were double skinned, I made new ones out of 1-2 mm thick steel and replaced them.



I also found the seat-runners welded to the new floor pan were not parallel, that was corrected. With the new floor pan in I had to repair sections of the front inner wing also the bottom of the A & B post, the lower part of the near inner wing, after that I could fit the new inner and outer cill, also the centre web to the rear of the cill section.



The same work was carried out to the equally rusty offside, the bottom of the 'B' post on this side was totally replaced with a fabricated section, the new floor panel on this side was found to be some 3/8<sup>th</sup> (10mm) shorter than the nearside.

The next panels for repair were the front panel also the battery tray panel, once these were removed it revealed the bulkhead (the panel that holds the steering rack and idler) was also rusted out. This panel was not available, so a new one was fabricated and welded in.



Both front wings had to be replaced together with the outer inner wing on both sides. I found it easier to take this section apart, it's joined in the middle, fit it into position with the front wing clamped in to position the weld.

The area behind the shock absorber/top wishbone support on the inner wing was also replaced, this latter procedure was also required for the rear wings which were also entirely replaced, the engine support panel was fair but damaged. As the replacement was of thinner quality I decided to take the original to pieces, straighten them out, paint the inside and reassemble, the engine compartment support panels and the side panels were made and welded

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into position, the window drain tube holes and windscreen wiper holes were very rusty together with the bolt holes for the sunroof bars, these instead of being 5mm clearance were around 10p piece sized. I managed to slide a strip of steel in through one of the rusted self tap screw holes and weld this in position.

The bonnet was also replaced but the hinge on the new one was found not to be central. It was also found that the bonnet release hook and failsafe lock holes did not line up with the holes in the front panel being slightly further back and to one side. After much measuring the conclusion was the panel in the underside of the bonnet was welded in the wrong position. If the bonnet was brought forward to correct back to front misalignment, the gap at the rear of the bonnet became huge. As the car was now painted I eventually made a new release hook out of solid steel, then bent the failsafe hook to suit. I also found that if the return spring for the bonnet release hook is too strong, the bonnet will move to the near side leaving an uneven gap at the rear edge, the new engine cover required only small adjustment.

The two doors were also replaced and anti-drumming material was also fitted to the inside. One door was original equipment (OE) the other was a replica and had very loose hinge pins, but the replacement hinge pins did not fit as with the plastic collars supplied they are too thick. It was also discovered that the lower profile (door shut) on the doors was an interference fit. So a slit was made along the inside lower face of the inside of the door, closed up and re-welded.

**Don Stewart**

**To be continued....**

**Fred begins to arise, like a phoenix, from a pile of 'rusty air'.**

Maybe Don could work his magic with the little cars on page 24..'

*\*NB Don's article was transcribed from longhand and as the editor has as much technical knowledge as would fit on the head of a pin, any mistakes are almost certainly hers!*

---



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## RUST BUCKETS

Pictures taken by a member outside 'Autorossa' at Ringwood in August. More photos will be appearing in the next *'Practical Classics'* magazine.

If you have spotted any of these unloved little classics languishing away in odd corners of the country, why not send us some pictures.

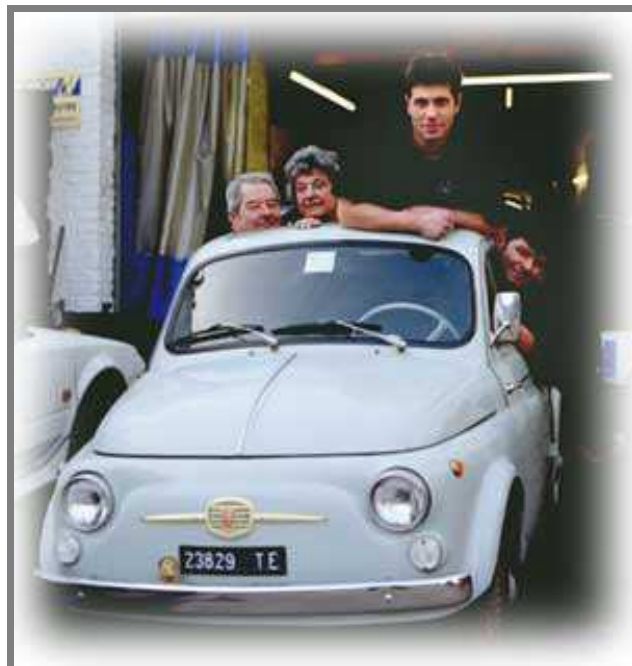




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## 1949 Fiat

Spotted in Puglia by our Webmaster Nathaniel. who thought you would like to see this Fiat which is kept on the farm, in running order and, he believes, still has the original paint.

Early Nuova lights are fitted at the front and back. Nathaniel has not reported if he managed to get a ride in it.



*Do any readers know the exact model?*

*Could it be a Fiat 1949-52 1100 'Musone' (big nose) ?*

## 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.*

**\*PLEASE NOTE MIDLANDS AREA** Venue still the same (Bowling Green Inn, Stoke Prior, Bromsgrove, B60 4BH) but during the 'darker half of the year' the events will be held on the third Sun of the month, starting at around **midday**. Please contact Tony Spillane at [midlands@fiat500enthusiasts.co.uk](mailto:midlands@fiat500enthusiasts.co.uk) 01527 879321

### CHRISTMAS MEAL

I hope you'll be able to join us for the 2013 Christmas lunch which will be held at the Daniele Sicilian Restaurant in Farnham, Surrey on Sunday 8th of December. This is in a quiet rural setting on the edge of Farnham, well away from the hordes of crazed shoppers.

After last year's traditional British lunch we've decided to go with an Italian theme this year. Chef and owner Daniele has put together a typical Sicilian Christmas menu especially for us. It's a small family-run establishment and many of the ingredients are sourced directly from Italy. There's a separate children's menu and vegetarians are well-catered for. To ensure the best quality I have already tested the food for you, dear member, such is my dedication to your happiness.

Regarding practical concerns, the restaurant is easily reached from the A3 and M3, and is close to the M25. There's loads of parking although it's unlikely the winter weather will encourage many 500s out onto the roads. Please beware that there is another Farnham in Buckinghamshire - do not go there because everyone else will be at the Surrey one wondering why you never made it.

Reservations will be on a strictly first-come, first-served basis so please get in contact as soon as possible if you'd like to attend. I'll need to know how many adults and children are in your party, and what your menu choices are.

Contact Nathaniel at [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk)

*Suggested menu shown opposite, but may be subject to change.*



## **DANIELE'S SICILIAN RESTAURANT FARNHAM**

01252 728603

### **CHRISTMAS MENU**

#### **Starter**

##### ***Zuppe Stracciatella***

*(Leek and potato soup with egg)*

##### ***Involtini Di Melanzane***

*(Spiced Aubergine wrapped with buffalo mozzarella in onion, tomato and basil sauce)*

##### ***Timbale di Salmone***

*(Smoked salmon stuffed with carrot, potatoes and chestnuts in mayonnaise)*

#### **Middle Course**

##### ***Penne Biancaneve***

*(Penne pasta with fresh ricotta cheese and milk finished with salt ricotta cheese)*

##### ***Tortellini in Brodo***

*(Italian traditional stuffed pasta with parma ham and parmesan cheese in chicken stock)*

#### **Main Course**

##### ***Rolle di Tacchino in Crema di Castagne***

*(Turkey Breast stuffed with parma ham, pecorino cheese and spring onion in white chestnut sauce)*

##### ***Spigola in Salsa dei Nebrodi***

*(Fillet of Sea Bass with mushroom cappollini dei Nebrodi with pistachio in white wine and cream sauce)*

##### ***Tagliate di Agnello Picchi Pacchi***

*(Braised leg of lamb in courgette, spinach and aromatic wild garlic and red wine sauce)*

#### **Dessert**

##### ***Cassata Siciliana***

*(Traditional Italian dessert with ricotta cheese, pearls of chocolate and glace fruit)*

##### ***Spinciuni di Riso***

*(Rice pudding baked with flour and fried, served with honey and brandy sauce)*

**4 Courses @ £30.00 per head**

This is  
not blue.

This is 1966 -1974 Triumph Blue 126.

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## JULY COMPETITION ANSWER



In the July magazine we asked, 'In an unusual position, what is the white box?' The answer is, a battery.

Congratulations for the first correct answer out of the hat goes to member David Elliott who wins the 1st prize, a copy of 'The Fiat 500 Topolino Book', kindly donated by 'Mr Fiat' USA.

The 2nd prize of two £ 10 vouchers for use in any *Hall & Woodhouse Retail* managed house, kindly donated by the owner of The Anchor, Pyrford, goes to member Raymond Allen.

The prizes will shortly be in the post to the lucky winners.



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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**

My RHD Fiat Giardinera. MOT Aug 2014. Original log book, instruction and service voucher books, and lots of history. Bills in excess of £4800. Engine, gearbox and clutch all good. New brake system all round, new tyres and much more. Not concours but not bad! **Offers in the region of £6,500.** For further information please contact me at: [martin-sewell@live.co.uk](mailto:martin-sewell@live.co.uk)



### FOR SALE



#### 1963 RHD Fiat 600D

renovated from ground up. Selling due to lack of space. MOT and on the road.

**Offers in the region of £5000**

Additional spares also available e.g spare front and rear windows.

Please contact: Charles Robinson [crobioo@aol.com](mailto:crobioo@aol.com)

### FOR SALE

**TOPOLINO SPARES** 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.)

**WANTED**

Original parts in good or restorable condition, for a 1970 Fiat 500 L  
Please contact Don Stewart on 020 8330 7071

**WANTED**

Dry storage wanted for a classic Fiat 500  
Do you know of anything available or ideas ?  
Either in or around London or in the West Country areas.  
Please contact Oliver Stoneham on [olivers1@btinternet.com](mailto:olivers1@btinternet.com)

**NEW MEMBERS**

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

Martin Malone	Hertfordshire		
John Wheeler	East Sussex	Barchetta 595	Red
Adele & Keith Lupton	Hertfordshire	500	Blue
Germano Marcato	London	Topolino	Dark Red
Gabrielle Higham	Manchester	500	Cream
Bernard & Kay Morgan	Hampshire	Abarth 695ss	White
Mike & Anne Cox	Kent	500	Cream
Gianni & Rachel Anzalone	Northamptonshire	500F	Blue
Andrew & Helen Clark	Cambridgeshire	500	Yellow
William & Betty Westbroek	Surrey	500F	Red

**COPY FOR THE JAN MAGAZINE SHOULD BE WITH THE  
EDITOR NO LATER THAN MONDAY DECEMBER 9TH 2013**

email [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk)

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