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AUGUST
2015



Photo: Courtesy of Richard Saunders

www.fiat500enthusiasts.co.uk

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' MAGIC DAY'

(But not what you might imagine!)

Apologies for attending a Non 500 event but read on and maybe we will all be there this time next year.

The event in question was in fact organised by a club that I had little knowledge of and naturally (at my age) didn't realise the link!

It was in fact the "UNDER 17 CAR CLUB" and it is a V. LONG time since I would qualify, or so I thought.

It is in fact an excellent club run by more senior adults and car enthusiasts to give youngsters the chance to gain driving skills well before they are old enough to go on the public roads, and a great aid to road safety, www.under17-carclub.co.uk will paint a far wider picture than I can, Go to it now!....

Welcome back, I had been invited along by close family members to the event at Castle Combe Wilts race circuit, and the general idea was that as a Charity Fund raiser you would buy tickets for rides in a huge variety of cars owned by members, ranging from Ferraris to an Austin Seven, the original item, not the Mini, followed by an Auction of Factory visits etc.

Tickets bought, I adopted the strategy I used at Disneyland, Never waste time in a queue; just get in the first vacant seat. So within minutes I was heading for the circuit in a version of the 'Atom' basically a race car where the chassis is tubular and on the outside of the car. Unfortunately the rain had just begun and there was no windscreen ,but that reminded me of my motorbike and cycling days and at least I was not thirsty any more! There followed rides in three different Porsches, Fiat X1/9 hill climb racer, frogeye sprite, MG TC, Triumph TR6, and that Vauxhall badged (Australian Holden) V8. Eight rides@ £1.50 a time...bargain. Also the local Police were there with a couple of their Patrol cars (giving rides).

Now the circuit had a couple of chicanes, and roundabouts added and in theory a 60 MPH speed limit, But I swear that A 350bhp Porsche flat out in third and driven by a guy who was fourth in class in his Lotus last season did more than that! It certainly felt like it, He offered me a drive but I declined, and regretted it later! What really took my breath away was when a 15 year old girl was al-

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lowed to drive this car and she did so with all confidence, (although not at these speeds.)

There were also some ordinary (sane) cars for the youngsters to gain skills in and they are well monitored and graded accordingly,

Now I hope that I have not given the wrong impression as the event was very well run ,and totally without incident. It was terrific fun and serious money raised for their chosen Charity which helps children with cancer, every penny made being donated.

I was encouraged to take along the 500 next year and will certainly do so, Sorry I have no photos - showers and the fact that I was too busy having fun got in the way.

No doubt there will be some pictures of the event on their site eventually.

J.J.

FROM THE EDITOR

Dear Members,

I am very lucky in having a core of knowledgeable members who regularly contribute to this magazine. I have also been very fortunate in the number of 500 owners who have written in with stories of how, and why they decided to buy a 500 and from those who have carried out considerable restoration projects.

Perhaps it is the summer season, but input from members has been a little thin on the ground recently, and this is by way of a plea for members to get in touch and share their own stories with us.

Maybe you remember a relative owning a one in the dim and distant past, or have fond memories of a holiday in Italy where a little Fiat played a part. Perhaps you would like to let us know of any restoration work/modifications that you have carried out on your car - extensive or otherwise. Always of interest to me in particular is what drove you to own one of these cars in the first place.

Please do not think that you need to send me pages and pages of copy (although these are also welcome). Just a short paragraph and hopefully a photo or two of anything Fiat Topolino, 126, 500 or derivative related would be very welcome.

JS

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'TECH TORQUE'

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

BRAKES AND REGULAR MAINTENANCE

Not the most exciting subject you will no doubt agree!

Until you find that you no longer have any, (brakes that is) and then your whole attention will be centred around nothing else.

So first the most neglected item of all - the Brake Fluid, yes no doubt the level is fine, but what about the quality of this vital liquid?

Firstly it is described as 'Hygroscopic' which means that it has the unfortunate ability to absorb water from the atmosphere, water and brake fluid are both non-compressible and will work fine.... UNTIL the heat from the brakes turns the water into steam which is NOT non-compressible and Total brake failure occurs. IF you survive the incident, the steam will cool and braking will return which disguises the problem - 'til next time!

Further enhancing the 'entertainment factor' is that the 500 has a Single Circuit brake system unlike modern cars which have a Dual system. One chance is all we get.

BRAKE FLUID SHOULD BE RENEWED EVERY TWO YEARS - FACT!!

Mileage and use, have little bearing on this and in fact low mileage and therefore low use allows the Brake Slave Cylinders the opportunity to rust up and seize. Although, this can be a blessing in disguise as it forces cylinder replacement and therefore brake bleeding is needed.

Addendum

There was a time when replacement cylinders came with a neat little sachet of BRAKE RUBBER GREASE which was squeezed under the outer cover of the brake cylinder, this helped seal out water in the event of rain or brake submergence in a flood etc. This is unfortunately no longer supplied, but I strongly recommend that a tub is obtained and used. Do not use any other grease.

J.J

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Push-Rod Tubes

One of the questions a Fiat 500/126 engine builder/rebuilder has to ask themselves is:- which push-rod tubes am I going to fit on my spangly-clean engine? Do I fit the standard 'collapsible' tubes, or do I fit the spring-loaded tubes.

Now there is a 3rd option to further confuse you, courtesy of that other well known air-cooled icon, the VW. Available from MEGABUG, these are adjustable tubes made for the older VWs. They are adjusted by means of a nut (with a locking nut) on the threaded section of the (2 part) tube. Although MEGABUG market them as a '8 piece kit', if you ask nicely, they will sell you just 5—at just under £50 including VAT and postage. You still need to obtain the top and bottom seals, but you can use the thin ones. They are called 'VW EMPI adjustable pushrod tubes'

These tubes are particularly useful to those among us that are fitting 'Panda 30' heads to their 500/126 engines as it removes the need for the short top tubes. If you want to see how they look (and fit) look at the U-Tube film -Abarth 1.5.

Topo Peloso

Fiat Engines – Clockwise or Anti-clockwise?

The simple answer is yes, both. But why, and for what vehicle?

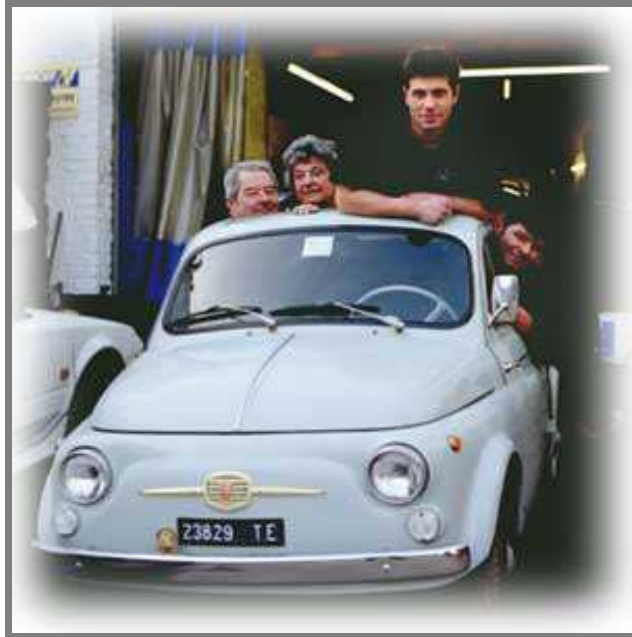
Traditionally, engines have usually rotated in a particular direction. Initially, this was to aid hand starting. So early aircraft engines rotated anti-clockwise, so that a right handed person could swing the propeller whilst keeping most of their body clear from getting sucked in, should the engine start (which was the whole point of the exercise!) Early car engines, when traditionally mounted longitudinally in the front of the car, could be started most easily by this right handed person if they spun clockwise with the cranking handle. With the advent of electric starter motors, the cranking handle gradually disappeared (although even cars like the Hillman Imp still had provision for a cranking handle).

Old habits die hard, and most motor manufacturers retained anti-clockwise engines. However, things got a little bit complicated when vehicles started to

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require the engine to be installed in different locations, such as longitudinally in the rear of the car, longitudinally in the front of the car, and transversely across the front of the car (there are very few transverse rear engine cars). When BMC developed the Mini, they introduced an idler gear in the transmission so that the engine could still rotate the same way as in the previous longitudinal vehicles. However, BMC didn't have any rear engine cars at the time.

Fiat had more engines that were used in both front and rear engine cars. Famously, the rear engine Fiat 850 (and 903) engines rotated in the opposite direction to the Fiat 600 engine. This resulted in stories of people tuning their Fiat 600s by installing a Fiat 850 / 903 engine, only to find they had four reverse gears, and only one very slow forward gear! Obviously, the thing to do was to swap both the engine and the gearbox, which would then result in a more useable car. I did this when I had a Fiat Multipla, using the 903cc engine and gearbox (and disc brakes, wheels, etc) from the Fiat 850 Sport Coupe (in the days when rusty examples were given away). Fortunately, I knew about rotational directions in advance, so avoided this pitfall, and the conversion made a great vehicle.

Returning to our twin cylinder engines, there are many examples of both clockwise and anti-clockwise rotation, for both the air-cooled and the water-cooled engines, so beware if doing an engine swap!

Engine type	Air-cooled vertical	Air-cooled horizontal	Water-cooled horizontal
Clockwise rotation	Fiat 500 saloon Fiat 126 saloon	Fiat 500 estate	Fiat 126 BIS
Anti-clockwise rotation	Fiat Panda 30		Fiat Cinquecento 704

So, what's involved in making an engine rotate in the opposite direction? Is it feasible to change the rotation from one way to the other? As with the Fiat 600 / 850 example, if possible it's probably easiest to change the transmission, if such a thing exists. For our twin cylinder engines, that's not an option, so the engine would need to be altered. What engine parts determine its direction of rotation?

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The main components include:-

- Starter motor
- Generator / alternator
- Camshaft
- Timing chain (potentially can reverse it)
- Distributor / ignition sensor
- Oil pump
- Cooling fan / ducting system
- Water pump
- Piston offset (potentially can reverse the pistons on the con-rods)

Depending on the engine, this shows that many parts can be used from one vehicle to another. For example, the twin port head of the Panda 30 engine can be used on the Fiat 500 / 126 engine, but it does require a little bit of grafting in of the cooling / ducting system. However, despite outwardly looking straight forward, don't be tempted to fit a complete Panda 30 engine, unless you want to go very quickly backwards!

Tony Spillane



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'FERDIE IV'

A closer look at this impressive little car featured on the front page



Photo: Courtesy of Richard Saunders

We've had Ferdie for just over four years now and love him to bits. He's our fourth Fiat 500 (all "Ferdies", hence his full title is "Ferdie IV") having had three as proper everyday cars one after the other from 1973 to 1984 – the last one, having 'died' and being in the way of our house building project, I paid someone £5.00 to take away!

Four years ago, I decided that I was going to restore one myself but found this one on the Internet in a village near Canterbury. It had been restored with meticulous care and with real style by a chap who learned his trade working with Rolls Royce Mulliner Park Ward. When I saw the quality of his work, I knew I couldn't compete and so we just had to have him.

Whenever I can, I attend a first 'Sunday in the month' get together of like minded classic car owners at The Goat pub by the village green at Hertford Heath.

Allen Butcher

Pictures taken by Richard Saunders who runs The Goat's facebook page.

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NEC Classic Motor Show - Call For Volunteers

In November the club are taking a big step forward by exhibiting for the first time at the *Lancaster Insurance Classic Motor Show* at the NEC, Birmingham. This is the UK's biggest indoor classic car show and will fill the NEC's five main halls. We're going to be situated between the Isetta and Heinkel Trojan clubs, so amongst like-minded people.

I'd really like to hear from any members who'd like to get involved. We're going to be able to display two, or possibly three, cars on the stand. If you'd like your 500 to be one, and are willing to deliver it to the NEC for the show dates, then please get in touch. Also, if you'd like to join us on the stand talking to the public about the cars, and maybe signing up a few new members, then we'd love to have your help.

If you're unable to volunteer but would like to attend then closer to the time we'll be able to offer all members discounted tickets.

If you think you can help then please email me at web@fiat500enthusiasts.co.uk

Nathaniel Cross

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Fiat Abarth 750 Berlinetta Zagato

In about April 2014 a plea for help was posted on the 'Classic Fiat 500' Forum from 'a gent' with a 500D. His car was running erratically, and very difficult to start. From the pictures he attached to his article, it was obvious what the problem was---the studs in the cylinder-head that held the rocker-shaft posts in place were slowly pulling out of the head; a problem that I had run into previously when I was at Radbourne Racing and therefore knew how to rectify. I made a couple of suggestions to him of how to circumvent the problem; one of which was to fit 'Memfast self-tapping steel inserts' into the damaged threads in the cylinder-head. Upon being advised that he couldn't find a supplier where he lived, I popped 6 of the (8mm internal) inserts in the post to him—in Brugnetto, just outside Senigallia on the Italian Adriatic coast. The gift of the parts, including postage, came to just under £5, and what an investment that turned out to be!

The fitment of the inserts completely cured the fault, and as a 'thank you' I was invited over to share a bottle of 'Montecapponi' (a very pleasant white wine). The dates we finally settled on?...13th to 21st May 2015. The reason for these dates?---Senigallia was hosting a 'Technical Pit-stop' for the Mille Miglia on the 15th and my hosts, Joseph and Romina, had been tasked with 'live-streaming' the event, to be followed by the making of a 15min video for their local

sponsors. The decision to accept the invite took me all of about 15secs! Senigallia is in the 'Marche' region of Italy, with a landscape very similar to Tuscany but with one BIG difference, the 'touriste' have yet to discover it, and the locals are very happy to keep it that way!

The 'Technical Pit-stop' was just amazing; a petrol-head's paradise! - 440 classic cars, ranging from a 1922 Fiat 501s to a 1957 Ferrari 250TR Testa Rossa. Daimler-Benz were one of the events main sponsors and had what looked like a semi-



Fiat Abarth 750 Berlinetta Zagato

works service team on hand to support the 300SL 'Gull-wings'---all 20 of them (and no, that is not a mis-print). Most of the 'Gull-wing' drivers and navigators were in matching shirts with the M/Benz badge and the car number embroidered on them. With a reserved and 'coned-off' parking area, food and drink on hand and M/Benz staff in uniform, the line of 12 'Gull-wings' (as it was at one stage) was, to put it mildly, mighty impressive! With a total value of about £17 MILLION, for the 'Gull-wings' alone, it makes one wonder what the total value for all the attending cars would be---£100 million would, I think, be a conservative figure.

The range of cars was bewildering---47 different marques ranging from Abarth, Bandini, Delahaye and Fiat to a Zanussi 750 Sport via Jaguar, Lagonda and



Fiat 1100/103 Berlina

Maserati. Being that my friends were officially involved (and I was officially their 'goffer'), I was able to 'procure' a '1000 MIGLIA' hi-viz (and at the end of the day, a 'pass', both of which I have been able to retain as mementos) which allowed me to wander among the cars with my camera and look vaguely official.

For some time I have been trying to, unsuccessfully, contact James Martin regarding writing an article (for this magazine) about his 'Abarth 595', so I took the opportunity to have a brief chat with him about that---so far my 'Twitter' communications (as per his instructions) have, sadly, met with no response.

Due to the 'age' qualifications for the cars taking part in the Mille Miglia (they must be pre-1957, among other parameters) there are very few 'modern' Fiats and Abarths eligible to take part in the event, but I did manage to photograph those that were, and in the case of the Abarths, speak to the crews.

All in all, a fantastic holiday---lovely cars, with a surprising number of 'Cincentos' still in daily use, lovely weather, good food (especially---Gelato) and beautiful, generous people.

The video we made (and it took longer to compile the video than it took to film the event!) can be viewed on:- '2015 Mille Miglia da Senigallia' a u-tube film.



Riley Sprite RAC

Finally, I advantage of holidaying in Italy among other 'cinquocentoists' is that you can return home with your bag full of parts bought at 'in Italy' prices...and yes, I did!

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EVENTS 2015

The following is based on the latest information, but events and venues may be subject to change, so please check the events section of the website and subsequent newsletters and magazines for any updates.

16th August

Cranleigh Vintage Car Festival

Classic Car Show & auto-jumble at the Cranleigh showground. Classic vehicles, auto-jumble, arena events, trade stands, jazz band and refreshments.

Contact: Alan Cook, treasurer@fiat500enthusiasts.co.uk, 07770 637950

5th Sept

Brighton National Speed Trials

A 1/4mile sprint event run under RACMSA rules (i.e. you need a competition licence). Great spectator event.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

September 6th

Kent Italian Classic Car and Bike Show

Honnington Country Fair

Honnington Farm, Vauxhall Lane, Southborough, Tunbridge Wells, TN4 0XD

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Sun 13th Sept

Classics Cars at the Villa

Villa Scalabrini, Green Street, Shenley, Herts. WD7 9BB 9am – 5 pm

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For further information and to express an interest please contact: -

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26/27th Sept

Pistons and Props

Sywell, Nhants, Classic planes, cars and motorcycles in action in the air and on the track. Classic car club displays, live music, period village and shops.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

25th Oct

Brooklands Classic Breakfast and Fiat 500 Drive Out

Meet for breakfast, See the cars and museum then take part in a club drive out loop to Box Hill and back to Brooklands.

Contact: Jenny Squillaci, magazine@fiat500enthusiasts.co.uk, 07749 499785

13-15th Nov

NEC Classic Car and Motorcycle Show

The largest classic show in the UK with hundreds of club and trader's stands, We are planning a club stand to promote the club and show our cars.

Contact: Alan Cook, treasurer@fiat500enthusiasts.co.uk, 07770 637950

Dec (TBA)

Christmas Meal

Our final meet up of the year - relax and enjoy excellent food & drink with friends. Contact: John Jenkins, chairman@fiat500enthusiasts.co.uk, 02380 730765

FUTURE EVENTS

JUNE 2016

Trip to Le Mans Classic

The club are proposing a 1 week visit to Le Mans, staying at a family hotel in the Loire Valley. Day trips out to various local places of interest, including various chateaux and Leonardo de Vinci's home & museum, the Le Mans Classic race and some DIY chilling time are on the agenda.

We will travel in convoy and the club will provide a recovery vehicle with trailer capacity, tools and spares for the trip. At this stage we are looking to gauge the level of interest, so – if you would like to come – contact Colin Smith so we can begin to firm up our plans.

Contact: Colin Smith, events@fiat500enthusiasts.co.uk, 07468 321009

FOR SALE

The Fiat 500 Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions.

For Sale 1967 Fiat 500 F (Bambina) original right hand drive - great condition.

MOT to Sept 15 67,300 miles.

First registered in New Zealand in November 1967 (original reg docs supplied). Bought in 2007 in NZ and brought it back with us to the UK when we returned in 2009 and registered it in the UK.

We have done approx.300 miles in it since 2007, and the car has been garaged. Bodywork and chassis very original as car has not been used on salted roads. Interior re-trimmed, new carpets and sunroof, bumpers and hub caps re-chromed, and car re-sprayed and underside rust proofed 2007. Complete engine



rebuild, and gearbox rebuild in 2008 (circa £1800). New battery 2011. Four new tyres, and replacement front and rear brake cylinders 2014.

All invoices kept. Very reluctant sale due to arrival of baby.

Asking price £8,250 - please call 07906 475 430 to view

FOR SALE - 500 SPARES

I have held onto these parts for over thirty years, and am about to relocate, so I would like all the bits to go to a good home. Prices are negotiable.

List of parts: - Original log book, hand book, brakes, complete, rear subframes/ springs, seats, doors with all fittings, front/rear bumpers, wheels/covers, engine/ gearbox, drive shaft and couplings, fuel tank, jack tool box, nuts and bolts.

I am located in Harrow North London .

Please contact: Alan on jandawoolley@aol.com

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 Fiat 500 Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions.



A 1968 RHD Fiat 500 Nuova Has recently had an engine rebuild and now starts on the button. Lots of original features. Will need some body work doing soon but generally in good running order. Its a dark blue colour with sunshine roof and good condition chrome bumpers.

I would be looking for offers in the order of **£6000**. Needs to go to someone who will love him. Taxed and Mot. Tel **Justine (01600) 719903**



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 £5500 ono**. For further information contact me at: martin-sewell@live.co.uk

FOR SALE - Fiat Spares

Following the years-long restoration of my 1969 fiat 500, I have items left over from donor vehicles and also unused parts. As I am not technically savvy, I don't know what all the parts are, but there are two doors (some rot at the base but with glass, winding mechanisms and locks), boot and bonnet lids, light fittings and some unused engine parts. I should be pleased if someone would take all the parts and perhaps offer me a suitable sum. I am in S.E London.

Ann 02088575966 — 07778500638 ann.chinbrook18@tiscali.co.uk



I am selling my 1971 500L RH drive to facilitate the restoration of my 1960N. Olivia has a 45hp engine, new gearbox & clutch, disc brakes, coil over shock conversion, electronic ignition etc and has had a full restoration in and out with all new running gear. Receipts to over £14k

I welcome viewing (Devizes or Melksham in Wiltshire) and anticipate a price of around **£10k**. Please contact Chris on christopher_walker@btconnect.com

FOR SALE

Original Fiat 500 Voxen
radio with holder.

£60 plus P&P

Contact Les Clayton Tel:
01206 381908 or e-mail
lsclyt@yahoo.co.uk



FOR SALE

Many older serving club members will remember Jimmy & Jan Di Carlo, founders of The 500 fiat Enthusiasts club. They have sadly decided the time has come to sell this great little car.



It breaks my heart to part with my Fiat 500 but now I'm 84 it's time to sell. It's been a rolling development of mine for the past 35 years. The car was fitted with a tuned Alfa Romeo sprint engine and transmission by me 20 years ago. It is a fully developed car producing 130 bhp whilst still maintaining its Fiat 500 looks. It has been professionally developed with disc brakes all round, wish bone rear suspension with coil over shock absorbers and much more.

It is RHD, road legal and will come with a year's MOT.

A well known car with potential hill climb possibilities (I did during the 80s), complete with a large file of press cuttings and magazine articles about it.

A very quick 500 at a fraction of its development cost.

Car is currently in Italy but can be brought to the UK for serious buyers.

Please contact Jimmy di Carlo 07730 402202 email italcorsa@googlemail.com

FOR SALE

FIAT TOPOLINO PARTS

Too many to list individually but includes early Sidevalve and late Overhead Valve Engines, Gear Boxes, Running Gear Suspension etc.

Ring Barry on 01384 873560 (West Mids) or 07733115562.

FOR SALE**Reluctantly selling my Black Classic Fiat 500L 1969**

I bought this lovely example of a classic Fiat 500L from its previous owner of 35 year's in Italy close to my wife's home town in Saronno, Italy. Unfortunately, due to work / family commitments I have not had the time and pleasure of taking GINA (that's what my wife and I called her) to any of the Fiat 500 enthusiasts club UK shows or even take her out for those summer day weekend spins that we said that we would do. I have taken her out to have her MOT'd May 2013 when I registered her here in the UK and again this May 2014 and on one other occasion here at the seaside, you should have seen the great looks and interest we got!

This is a very collectable Black original Fiat 500L model with 58K miles. The car was brought over by a transportation company and registered last year in April 2013, with a 1969 'G' plate, I have printed history of previous owner documents but DVLA required the original logbook, I now have the original V5 document for UK. The car for the last 36 years has been garaged and not seen rain.

I am really saddened to sell Gina, but the first to see will fall in love with her as I did, I can say there are not that many examples of such a well kept Cinquecento, I will only be selling this to somebody that will look after her and preserve a piece of Italian history.

Her price is £9,500 ono.

Should you wish to contact me regarding purchasing Gina, then please call Ian on **01268 571306 or mobile no. 07896711612.** Please NO timewasters!

WANTED**Giardiniera Advice and Spares**

Does anyone have any Giardi parts or general advice? If you can help.

Please contact Jamie on hall439@btinternet.com

NEW MEMBERS

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

James Williams	W Sussex	1970	500L Giannini
Piotr Wolodzib	Berks		
Alison Houghton	Hants		
Greg Hardy	Cheshire		
Allen Butcher	Herts		
Karl Prince	Lancs	1972	500L
Eugenio Ponterosso	W Sussex		
Kevin Newman	E Sussex		
Colin Way	Dorset		

**COPY FOR THE OCTOBER MAGAZINE SHOULD BE WITH THE
EDITOR NO LATER THAN MONDAY 21ST SEPTEMBER 2015**

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