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2016



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### **MEMBERSHIP RENEWAL**

Dear members, **Membership renewal** is due before the 1st of March and remains as last year at just £20.

If you wish to renew and are not paying via a Standing Order, please send your subscription to the treasurer **Alan Cook, 41 Nea Road, Christchurch, Dorset BH 23 4NB**, cheques made payable to **Fiat 500 Enthusiasts Club** as soon as possible. Thank you.

**Alan Cook** Treasurer

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### **SEEKING A REPLACEMENT TOPOLINO COORDINATOR**

Hi to all the Topo' people. The search is on to find a replacement for Barry Worsley who has decided not to continue in the Club. His Topo knowledge will no doubt be missed by fellow owners and we wish him well for the future.

The role was primarily set up as a contact point for owners (and prospective owners) to be able to make contact with each other and share their collective knowledge for mutual benefit. So with that in mind the main role of the title holder is to be able to forward queries around the group in the hope that collectively a solution can be found to a problem.

Feel free to ring me on 02380730765 with any questions regarding this straight forward but very important role.. no obligation. Many hands make light(s) work!

**John Jenkins**

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### **FOR NEW (& OLD) MEMBERS IN CHESHIRE, STAFFORDSHIRE & SHROPSHIRE AREA**

Being stuck out in the wilds of north Wales (by, I must admit, only 200 yards), I always look at the 'new members' section of the magazine to see if anyone has joined the club from my neck of the woods. Since April (2015), the club has gained about 6 new members from the above areas. Would those members be interested in meeting-up in 2016? Not only to look at each other's cars, but to put faces to names and exchange contact details so that we can have a 'self-help' group 'oop north'. My initial suggestion would be to meet at one of the car shows up here—Cholmondeley, Sandbach or Thornton Manor (on the Wirral). Another idea is to meet at a pub/restaurant—how about the 'Shroppie Fly' at Audlem?

My e-mail address is:- [tommontagu@yahoo.co.uk](mailto:tommontagu@yahoo.co.uk) and my phone number is :- 01244-683824. I look forward to hearing from some of the new members (and old ones if you live up here) with their suggestions.

**Tom Montagu**

## ALBERICO'S COLLECTION



Back in the summer, we were visiting our Italian family in the home town of Rieti – 50 miles north east of Rome. Even now – 4 decades after the last Fiat 500 came off the production line, it's still not unusual seeing classic Fiat 500's around town as

'day cars'. But when my brother in law said 'you must come and meet...' it was bound to be interesting.



After a walk across the central piazza we met Alberico who opened up his garages for us. Now in his 80's, Alberico has been collecting Italian cars and motorcycles since retiring from his job at the regions council.

His first garage is used for restoring cars and motorbikes and, amongst Vespa's, Lambretta's, motorbikes and a sidecar, had a couple of Fiat 500's. One 500 was a 1961 500d and the other a 500L.

Alberico then took us to his second garage a few hundred yards away. This was a little larger and used for storing the majority of his collection - around 30 motorbikes &





mopeds, a Fiat 850 van, a Lancia Appia and the odd Mercedes or two.



And finally, in Rome we spotted this!

Steven Abbot



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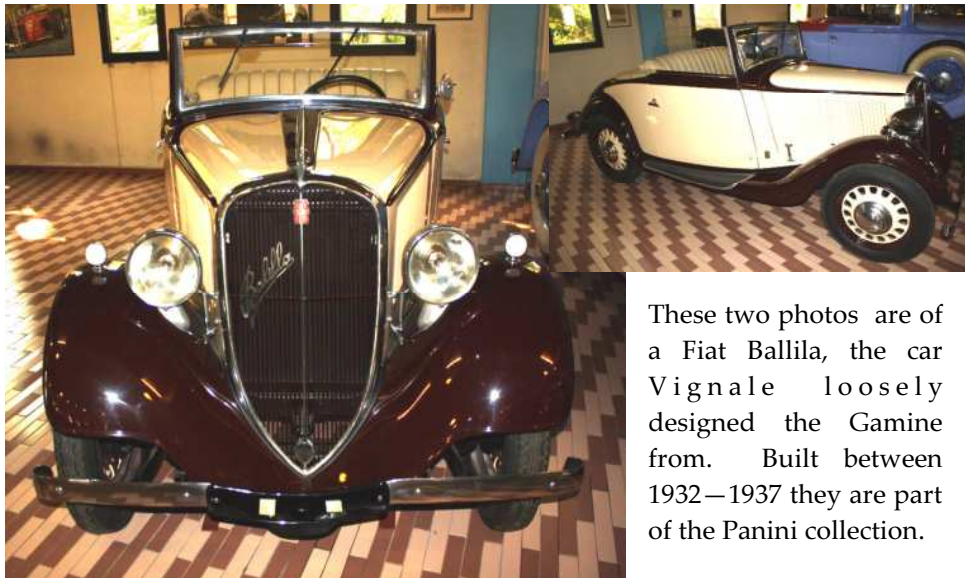
**SPOTTED ON A TRIP TO BOLOGNA**



At the Umberto Panini Collection outside Modena—all those beautiful cars and these two have been abandoned outside!



These three cars were seen on the way to the Pagani Factory and have to be the best hedges ever.



These two photos are of a Fiat Ballila, the car Vignale loosely designed the Gamine from. Built between 1932–1937 they are part of the Panini collection.

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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.*

### Proper Right Hand Drive Boot Release Handle

Most car manufacturers cut a few corners when they adapt a Left Hand Drive (LHD) car to Right Hand Drive (RHD), or vice versa. The most regular of these is the handbrake lever being on the wrong side of the transmission tunnel, the layout of the wiper blades, and the bonnet (or boot) release handle.

Our Fiat 500s are quite good in this respect, the handbrake lever is central, the wiper blades are properly set up for both RHD and LHD, it's just the boot release handle that is

only optimum for LHD. As I have used my Fiat 500 as my regular car, there have been periods when I needed to refuel it on a very frequent basis. Reaching across to the boot release handle becomes an inconvenience, particularly if I've already got out of the car first. It seemed a



good idea to investigate converting it to the driver's side on my RHD car.

This is quite easy to do. Firstly, carefully drill through the spot welds that hold the mounting bracket to the front door pillar. Once removed, the boot release handle can be turned over to suit the opposite side of the car. It's not necessary to remove the handle from its pivot to do this, although the pressing of the handle is then the other way around. I used some self-tapping screws to hold the bracket to the right hand door post, mimicking the original position. Then, a hole needs to be drilled in the front bulkhead for the inner cable to come through (mind the wiper motor), and to hold the outer cable. Again, just copy the original LHD set-up. Finally, a longer Bowden cable is required, as it has to



left hand door pillar needs finishing off and re-painting (not yet done!)

loop round the front boot lock to approach it from the left hand side, as originally configured. This is all done in the boot, once the spare wheel is removed. Use a solderless nipple on the Bowden cable, so that you can adjust its position to get a nice action on the release mechanism. Finally, the

From then on, stopping to re-fuel (or put oddments in the boot) becomes almost a pleasurable experience!

**Tony Spillane**

### **MORE ON KING-PINS**

I read the article in the October 2015 issue, on the subject of Fiat 500 kingpin refurbishment, with interest.

Middle Barton Garage has been in continuous business since 1987 and during that time, we have refurbished many hundreds of 500, 126, 600 and 850 king pin units.

The common denominator with all these king pin units is that the king pins all have the same diameter. In consequence, the refurbishment of all these types, employs the use of the same reamer.

In order to assure the correct reaming tolerance, we bought, over the years, bespoke extra long reamers at some considerable expense. However, we know that MBG units are reamed correctly every time.

We have learnt over the years to expect all sorts of wear and damage to used king pin units. In consequence we have learnt to be very careful when quoting to undertake this job.

The following are typical issues found

- Worn bushes (easily sorted by fitting new bushes as described in the October issue)
- Oversize bushes previously fitted (this requires bespoke oversize bushes to be made & fitted)
- The spindle faces badly worn (requires re facing of the spindle faces)
- Wear in the spindle bore to the king pin (very common in 500.s and only repairable by boring out the spindle and pressing in a bespoke steel bush)
- Cracked uprights rendering them scrap
- Damaged spindle due to wheel bearing seizure rendering them scrap
- Seized kingpin in the spindle (requires heat and a workshop press)
- Wear in the upright due to a seized to wishbone to upright bush resulting in the bore being too loose to grip a new bush. This renders the upright to scrap
- Damage or wear to the track rod end eye in the steering arm which renders the spindle to scrap.

The issue of worn spindle bores is a particular issue on 500's. Other models do not suffer so badly being somewhat larger in this area..

Too often the worn spindle bore is not addressed and the king pin unit is rebuilt with new bronze bushes and re shimmed. Unfortunately the shims will wear very quickly in this circumstance and the king pin will once again be slack. Many of the so called 'rebuilt' units on the market will have this issue.

To repair 500 spindle requires a special jig in order to facilitate boring out the spindle at precisely the correct angle - not easily achieved. We had such a jig made many years ago but I wonder how many of these jigs are used elsewhere.

So there are many pitfalls that may be encountered with this job.

I have no wish to deter owner maintenance of their cars, however there are some jobs that really do require experience and special tools - king pin refurbishment is one of them.

**Tony Castle-Miller**

*After reading both this and the October article, the message appears to be that this is a job for the mechanically experienced and those of us more gentle tinkers might be better off removing the parts for professional repair.*

*JS*

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## Honey I shrunk my Fiat!

Normally, I enjoy going to the coast and breathing in the invigorating sea air. A little while ago, I went to Scarborough in my Fiat 500, and we had a nice quiet stroll along the sea front.

I guess this time we must have got a little too close to the sea. When it got to home time, I couldn't fit into the car. I know that Fiat 500's are small, but the car had shrunk that much that there was no chance of even a child being able to get in.

It's now in the shed whilst I think of what to do with it!

**Tony Spillane**



*This twice life-size piece, called Freddie Gilroy and the Belsen Stragglers, made of steel is based on the former miner who was one of the first Allied soldiers to enter the Belsen concentration camp upon its liberation in World War II.*

*Based at North Bay, Scarborough, it was originally loaned for one month by the artist Ray Lonsdale. It has since been bought by a pensioner so that the artwork can now remain a permanent fixture.*

*For more information on the artwork visit the BBC website: -  
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## A VISIT TO HOYLE-FOX



Many years ago, when I was involved in the running of a Mercedes-Benz workshop, one of my nicest customers was a man called Cliff Fox. Ever since I have known Cliff, he has been a very keen coarse fisherman, and one who was getting slowly fed-up with the quality of the equipment then available. With the manufacturing machinery that Cliff had to hand in his (then) company, he decided to make the gear that he wanted himself, and to a much higher quality. His new company, 'Fox International' took off and became one of the major suppliers of coarse fishing equipment and tackle. To the point, that Cliff was



then able to indulge in his other passion---high performance cars. This eventually led, in 2010, to Cliff purchasing Terry Hoyle's business in Maldon (Essex)—and thus was created 'Hoyle-Fox'

Building on the skill-bank that Terry Hoyle had established, 'Hoyle-Fox' are



one of the country's leading restorers of classic cars, mainly Ferrari, Maserati and Lamborghini. They are also justifiably renowned for their engine work---particularly engines which have a V12 configuration, although Terry Hoyle was also very much respected for his work on the Ford 16 valve BDA engine and the Audi Quattro engines—both types of engine being used very successfully in rallying. Whilst I didn't see any BDA or Audi engines when I was shown around the business, there were a number of Ferrari engines on stands in



various stages of overhaul, and some of the overhauls were of the 'total resuscitation' type; engines in the condition that lesser companies would not even have considered taking on. It was a pleasure to see the care taken over each engine—the cleanliness of the engine and the manner in which all components removed off an engine were carefully laid out on racking, clean and tidy and to hand for the rebuild. There were also a number of Ferraris that were having complete restoration jobs done to them—from the ground up—engine, chassis, interior, brakes and naturally, a paint-job to the highest standard.



I was shown a tray of all the chrome-work that had come off a car—every part on the tray (and there were a lot) had been re-chromed to 'new, as from the factory' (and possibly better) condition—it is surprising how many chrome parts



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come off a classic Ferrari!

After I had been shown around the 'works,' I was taken over to the storage area. A number of waiting to be started/finished jobs are stored here, waiting for the next stage in their repair/restoration/renovation. It is here also that the companies racing car is kept—a Ginnetta G55. GT4, which Paul Mcneilly races

in the British GT Championship.

These days the company is run by Paul Mcneilly and Cliff Fox, and having been given the privilege of being shown round, I can only see this company thriving and enhancing its reputation. Thanks must go to first of



all to Wendy for the 'coffee and bickies', but most of all to Simon Raw, who took the time to show me round the company and explain its workings and procedures; a company that he has every right to be proud of.

**Tom Montagu**

## NO MORE UGLY DUCKLING!

Since the last article [April 2015 pg 10] I have completed all the welding of the body. I have taken the whole car back to bare metal, sprayed the complete underside with stone chip, managed to deliver the car on the back of pick up, plus I have had to drive it one mile to the spray shop.



*Although the car looks precarious on the back of the truck it only took six of us to lift it on without any issues.*

*If you look closely, although the car is hanging off the back the body is fully supported on the floor, we only put a strap on the car just to make be sure it didn't move.*

*Suspension :-*

*All the parts are original.*

*I shot blasted each of them, hand painted them with red oxide then hand painted with black chassis paint.*

*All the bolts and brackets have been yellow passivated coated ( a biscuit tin box full to the top was only £30 ).*

*I have replaced everything that was rubber and replaced the king pins and bushes.*

*All the suspension has gone back together without any issues.*





As you can see it has now been fully painted inside and out and I have completed the installation of the front end and hope to get the back completed this week.

I have fully stripped the engine and will start the rebuild shortly.

Next job is to get the car on its wheels.

**Colin Hitchcock**



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## A TALE OF TWO TOPOLINOS



*Chassis refinished—fitted rear springs*

The previous owner had had it powder-coated, but the finish whilst very durable was not very good. This being due to the fact that as far as I am aware it is not possible to fill and prepare the surface prior to powder coating. So I rubbed down the chassis filled all the imperfections with body filler and applied two coats of zinc primer. All of the suspension castings were fettled, all casting marks were removed and the parts were finished prior to paint, etch primer, two coats epoxy primer and two coats Por-15 satin black rust preventative (Frost Suppliers). The rear axle was shot blasted and painted as before, all bearings changed, the diff adjusted and new oil seals fitted. New gaskets with Blue Halimar sealant. The brake backplates had previously been blasted and refinished, the adjusting screws were stripped, cleaned and rebuilt to the backplates. The brake cylinders were stripped, cleaned and honed internally to remove any marks or corrosion. They were then fitted with new seals. Make sure you get the right size as the French Lockhead brakes have some very odd sizes and are metric. The half shafts were shot peened, crack tested and found to be fine, so with new bearings and oil seals were fitted to the axle case. This was then fitted to the chassis, together with the shocks which had previously been stripped, cleaned and refilled with Morris Oils Liquimatic D11 automatic and manual



*Chassis fitted - rear axle and anti-roll bar*

I trust you will all remember that in Part 2 (June 2015) the first of the Topos was finished and the second had all of its bodywork restored to as new condition. So with a promise of showing the chassis at the N.E.C I decided to rebuild it to show standard.

The previous owner had had it powder-coated, but the



*Front end suspension – fitted engine*

grease, new felt seals, new nuts, washers and bolted them back on the chassis. Note It is not possible at this time to set the camber/caster angles, this will be done when the car is complete.

As I had previously rebuilt the engine and gear box and put it into store, I decided to get it out, bolt the two together using new nuts and bolts and fit it to the chassis. I used new rubber



*Rear view of gear box, master cylinder, peddles, Steering box and track-rods.*

mountings, new nuts and bolts. The next step was to fit the rebuilt master cylinder and peddle housing. The cylinder was bead blasted, cleaned internally and honed to remove any score marks. It was then fitted with new seals and dust caps and lubricated with silicon Dot 5 fluid (by Auto-mec). This is my choice of fluid for any car not regularly used, it does not absorb water, need changing and if spilt on paintwork does not damage it.

With the master cylinder installed I decided to complete the brakes by installing the brake lines. These I made myself using copper nickel pipe. I was lucky to get new ends as they are not true Metric size having one thread per inch, so if you

transmission fluid. All rubber mountings were replaced and all bolts cleaned and fitted with new nyloc nuts and washers.

I then rebuilt the front suspension units using new King-pins and bushes (turned on my lathe), stripped the pivot boxes, cleaned them, repacked them with freshwater proof





*Rear chassis complete—propshaft & exhaust system*

cannot get new you will have to be very careful with your existing and clean them up prior to reusing. Having carefully bent and refitted the brake lines to the wheels, I used stainless steel flexible pipes at the front and on the rear axle, again they do not degrade if left unused for long periods. It is not possible to fill the system at

this stage as the master cylinder is fitted to the bodytub. However, with new brake shoes, the drums were fitted and the brakes adjusted. The brake lines were fitted to the chassis with Neoprin covered clips and stainless steel fixings.

I then fitted the propshaft which I had previously refurbished and the hand brake

which is fitted to the back of the gear box and is a transmission brake. All this leaves is the steering box and track rods. As I had already stripped and polished the s/box cleaned and adjusted the worm and peg, I filled it with a semi-fluid grease from Penrite (this does not leak like oil).

This completed the rolling chassis and the next job is to paint the body shell after a coat of stone chip, with the chosen body colour—underneath, inside and under the wings. After this it can be refitted to the chassis with 5mm rubber packing and stainless steel bolts and washers.

That is the stage we are at now.



*Body shell wings removed—stone chipped underneath awaiting paint prior to fitting to chassis*

**Barry Worsey**



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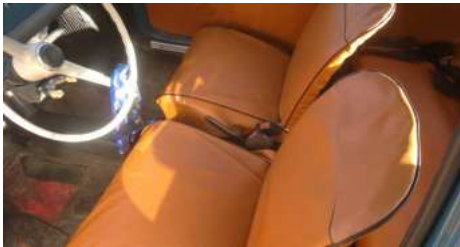
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**FOR SALE**

Built in autumn 1969, this 500 F was originally sold through the Fiat dealership in Palermo, Sicily on 23 September 1969 to Salvatore Buttafochi who lived several miles away in Terrasini. The Fiat remained in the Palermo region its whole life. Presented in Blu Turchese over Ochre, she comes with a years MOT.

The bodywork is good. The sunroof is in good order with no rips or tears and opens and closes as it should. The ochre interior is immaculate. Mechanically she's in excellent condition and she fires up immediately from cold and purrs like a kitten on idle. The tiny 499 engine loves to be revved and it pulls like an eager puppy all the way through the gears.

However, this car is not about speed, it's about charisma and style and this car has it in abundance and it is ready to provide its next owner with a trip back to Rome in the post-war golden era.

Registered with UK papers, she also comes with its original Italian logbook (for aficionado connoisseurs).

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*Please note that the same advice applies as for member sales. All those responding to adverts should take reasonable care as the Fiat 500 Enthusiasts Club can accept no responsibility for any subsequent transactions.*

## **FOR SALE**

1960's Fiat 500 restoration project.

The car is already stripped to a bare body shell which needs attention to the floor pan.

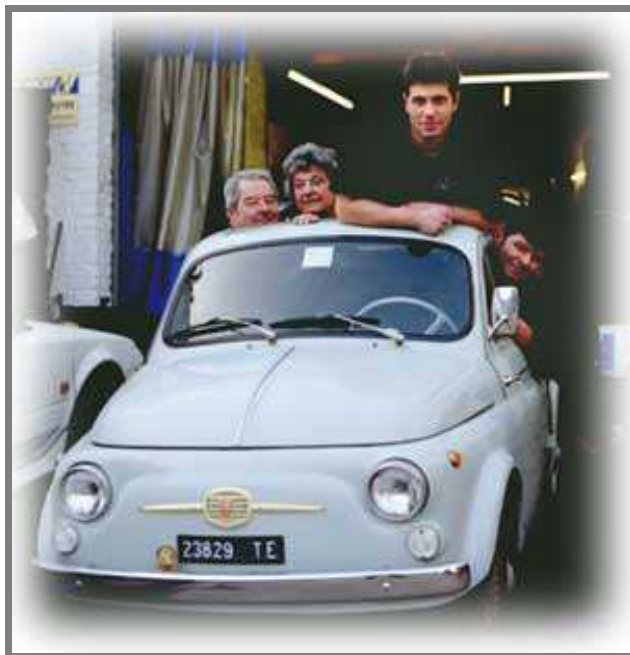
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## EVENTS 2016

*If you are thinking of attending any of the shows or events, PLEASE register your interest with the Club contact/organiser. Some events may require registering with the show well in advance—the organiser can advise you. There is no obligation but it will give the organiser some ideas of numbers - who can then decide whether to run or attend the event with a club presence.*

### **Monday 28<sup>th</sup> March (Easter Monday)**

#### **Horsham Piazza Italia.**

Horsham Town Centre, Horsham, Sussex RH12 1HN

Italian classic cars are displayed in the streets of the town centre and draw a large crowd whilst there's a wide variety of Italian foods to try in the market. Spaces limited in our usual spot, so please register your interest early.

Contact: Jenny Squillaci, [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk) 07749 499785

### **Saturday 23<sup>rd</sup> April**

#### **Bristol Auto Italia Moto Festival**

This Festival will be held again on the street of Bristol. 2016 will see a celebration of the work of Vespa and Lancia. Displays will also feature other great Italian car and motorcycle manufacturers.

Contact: John Jenkins, [chairman@fiat500enthusiasts.co.uk](mailto:chairman@fiat500enthusiasts.co.uk) 02380 730765  
(entrants should then go to [www.biamf.co.uk](http://www.biamf.co.uk) to register their interest)

### **Saturday 30<sup>th</sup> April**

#### **Auto Italia Car Day at Brooklands**

Auto Italia's Spring gathering celebrating all things Italian.

Contact: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

### **Saturday 14<sup>th</sup> May**

#### **South Cotswolds (Swindon/Marlborough area) Spring Drive out**

Meet for breakfast at 9:30am, then take a 50 mile drive through the beautiful Cotswolds countryside, finishing at a pub for lunch and awards presentation.

Entries £5 per car, to be submitted by 7/5/16 book your place ASAP.

Contact: Colin Smith, [events@fiat500enthusiasts.co.uk](mailto:events@fiat500enthusiasts.co.uk), 07468 321009

### **Thursday 19<sup>th</sup> May**

#### **Introduction to Sprinting track day**

Curborough Sprint Course, Lichfield. A chance to explore the limits of your car on a track, safely and under instruction. Colin Smith will be running his Hayabusa Fiat 500. Recommended for quicker cars or spectating.

Contact: Colin Smith, [events@fiat500enthusiasts.co.uk](mailto:events@fiat500enthusiasts.co.uk), 07468 321009

**Sunday 22<sup>nd</sup> May**

**Classics at the Villa (D'Elstree)**

Villa Scalabrini , Green Street, Shenley, Herts, WD7 9BB

Organised by 4 Italians passionate about great cars and bikes and great Italian street food, Italian food offerings and stands, with profits going to charity.

Contact: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

**10/12<sup>th</sup> June**

**Cholmondeley Pageant of Speed**

Cholmondeley Castle (postcode for Sat Nav is SY14 8AH)

The theme for the 2016 Cholmondeley Power and Speed will be Supercars: past, present and future. Fans can see them with their Supercars leave the startline and be there as they return to the pits.

Contact: Jenny Squillaci, [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk) 07749 499785

**Sat 18<sup>th</sup> & 19<sup>th</sup> June**

**Bath Pageant of Motoring**

Extensive programme of parades, exhibitions, demonstrations and super car rides, alongside competitions, live music and family activities.

Contact: John Jenkins, [chairman@fiat500enthusiasts.co.uk](mailto:chairman@fiat500enthusiasts.co.uk) 07773 132645

**Sun 17<sup>th</sup> July**

**Sherborne Castle Classic and Supercars**

Relaxed classic & supercar display in the grounds of magnificent Sherborne Castle, Dorset, DT9 5NR

Contact: Colin Smith, [events@fiat500enthusiasts.co.uk](mailto:events@fiat500enthusiasts.co.uk), 07468 321009

**Sun 31<sup>st</sup> July**

**Audlum Transport Festival**

Cheshire – Meet at 09.30hrs, Drive Parade then park up on display till 4pm.

Contact: John Jenkins, [chairman@fiat500enthusiasts.co.uk](mailto:chairman@fiat500enthusiasts.co.uk) 02380 730765

**Sun 14<sup>th</sup> August**

**Cranleigh Vintage Car Festival**

Classic vehicles, autojumble, trade stands, jazz band & refreshments

Contact: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

**Sun 4<sup>th</sup> Sept**

**Kent Italian Classic Car and Bike Show, Honington**

Run by club members in aid of the Kent Air Ambulance, the show is combined with the Honnington Country Fair - a great day out for all the family. We are

continuing with the dedicated Whiting & Hammond VIP Marquee for all Car & Bike entrants. For 2016 we will be expanding the area for cars & bikes.  
Contact: Sheridan Bowie, [membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk) 07909 522141

### **Sat 24<sup>th</sup> Sept**

#### **Pistons and Props, Sywell, N/hants**

Classic planes, cars and motorcycles in action in the air and on the track. Track runs from historic F1 cars, Hot rods and Dragsters, Classic car club displays, live music, period village and shops.

Contact: Colin Smith, [events@fiat500enthusiasts.co.uk](mailto:events@fiat500enthusiasts.co.uk) 07468 321009

### **Saturday 22<sup>nd</sup> October**

#### **Surrey Hills Autumn Drive Out**

A scenic drive through the Surrey Hills countryside taking in the lanes between Guildford, Dorking and Horsham. Starting from Tillings Cafe, Newlands Corner and finishing at The Parrot, Forest Green in time for lunch, for those who want it. Further details about the route and itinerary to be announced nearer the time.

Contact: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

### **Fri 11<sup>th</sup> to 13<sup>th</sup>**

#### **Nov NEC Classic Car and Motorcycle Show**

The largest classic show in the UK with hundreds of club and trader's stands – not to be missed! We will have a club stand to promote the club and show our cars.

Contact: Nathaniel Cross, [web@fiat500enthusiasts.co.uk](mailto:web@fiat500enthusiasts.co.uk) 07802 410896

### **FFEC Christmas Meal**

#### **Date TBC**

Our final meet up of the year to relax and enjoy excellent Italian food And drink with friends.

Contact: John Jenkins, [chairman@fiat500enthusiasts.co.uk](mailto:chairman@fiat500enthusiasts.co.uk) 02380 730765

## **NEW MEMBERS**

**The New Members list has not yet been updated but will appear in the next Magazine.**

**COPY FOR THE APRIL MAGAZINE SHOULD BE WITH THE EDITOR NO LATER THAN MONDAY 7TH MARCH 2016  
email [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk)**

**TEL: 07749 499785**

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