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FEBRUARY
2018



Photo: Courtesy Ian Robinson . See also page 14

www.fiat500enthusiasts.co.uk

ORGANISING TEAM

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	Vincenzo Morrone	01403 211119
	Angela Bowie	07767 3747010
	David Peters	
	Phil Swallow	
	Ian Hunter	

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FROM THE EDITOR

Dear Members,

I wish everyone a very Happy New Year and much fun to be had with your 500 (or similar) in 2018.

For those of you still working on making your car roadworthy - press on, we should love to see you at one of the events planned for this year.

On page 5 under the 'Tech Torque' section you can see a new initiative has been launched. Please avail yourselves of the help on offer should you need it. We hope this will be of great benefit to members.

As ever I would like to thank all of you who have contributed in some way to the magazine. Without your input this would be a very sad rag indeed, and I hope you continue to 'chip in'. I must also thank in particular those who regularly provide copy, you have my undying thanks.

If you have not yet sent in anything for the magazine, please consider doing so. We don't expect tomes of erudite and beautifully written English, anything, (however long or short) you care to send me, tips for maintaining and looking after your car, what drew you to buying a 500 in the first place, trips undertaken—disasters and triumphs, will be gratefully received and if a picture or two could be included as well, the Editor's cup will be filled to overflowing!

I am aware that I keep mentioning 500s but I know we have many members with a wide range of related vehicles including 126s; Topolinos; Autobianchis; and other derivative/similar cars, please take it as read that I include all of you when I say I would like some copy for the magazine.

Which brings me neatly to my final point, our chairman suggested including a request for members who own other classics (and there are many of you) to write in and tell us about them under the heading of 'My Other Car'. I think this is an excellent idea and as many classic car owners either dabble, or have an interest in other classic marques, a small space devoted to these cars should be of interest to many of you.

My very best wishes to everyone,

Jenny Squillaci



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NEW COMMITTEE MEMBERS

I am very pleased to be able to introduce three new members to the Club Committee and Organising Team.

But first I need to say that even I was surprised at the talent that remains hidden within our Membership.

I had the opportunity to be at the recent N.E.C. Classic Car Show as an assistant on our stand there, and of course spent some time in "Idle chatter" or intelligent conversation, (your choice), with the other assistants.

It became clear that whilst the Three, for example, had for little personal gain willingly given time and effort and more in support of a Club activity, non had actively expressed a desire to become involved in the Organising team/ Committee.

That could only be due to an understandable reluctance to volunteer for something before knowing what was involved. So I invited all three to the next Committee meeting as guests without further commitment.

Subsequent email conversations have uncovered the depth of their talents and we are very pleased that they are now willing to extend this involvement.

THE POINT IS... If you have considered, but held back (for the reasons above) becoming involved, contact me a.s.a.p. and you will be welcomed as a guest at one of our very open Committee Meetings.

So I have great pleasure welcoming Phil Swallow, Ian Hunter, and David Peters onto our team. Their wide ranging talents will no doubt come to light in coming months.

John Jenkins

MEMBERSHIP RENEWALS

Dear Members,

Your yearly membership expires this February, and unless you have chosen to renew this will be your last issue. The membership fee remains the same at £20.

If you have paid by Standing Order (SO) there is nothing for you to do and your membership will continue unless you decide to cancel.

If you have paid on a yearly basis, please consider renewing by setting up a Standing Order. To obtain a standing order form please contact :-

treasurer@fiat500enthusiastsclub.co.uk

If you prefer to send a cheque please make it payable to: - **'Fiat 500 Enthusiasts Club'** for the sum of £20 and send it to:- **'The Treasurer, Fiat 500 Enthusiasts Club, c/o 59 Wallingford Road, Goring, Oxon RG8 0HL.**



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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.

THE FIAT 500 ENTHUSIASTS “TECHNICAL TEAM”

.....The launch, February 2018

During the last few months we have sought volunteers to form a group willing to share their extensive knowledge of all things "500 related" for the benefit of Members.

This initial team already has many years of experience gained as professionals or enthusiastic amateurs and we will continue to expand the team in future months. Questions will need to be addressed by email to..

technicalteam@fiat500enthusiasts.co.uk and contain:-

- Your Name and Club Membership Number.
- Car details. Year and Model, any relevant details and modifications.
- As much information as possible which might assist in generating the best possible answer from one (or more) of the techi" team.

The response you receive will be sent directly to you only, but may be used in future either in this Magazine. As a "Frequently Asked Question" reply, or as the Club may decide.

Sincere thanks for their cooperation in this new initiative go in no particular order whatsoever to:-

Phil Swallow, Ian Hunter, Damian Gatley, Jimmy DiCarlo,
Tom Montagu, Colin Hitchcock, David Peters, John Jenkins.

As a completely new initiative there will be room for refinement and improvement and to assist in this we may occasionally make follow up contact for your opinions.

John Jenkins.

A REALLY Useful Tool

Those of us that know and love the little Cinquecento realise that part of its charm is the little idiosyncrasies that come as part of the package. However some of the little quirks are, to put none too fine a point on it, a pain in the bum! One of these quirks is the difficulty in fitting the wheels, especially the rear, back onto the brake drums. The problem with the rear wheels is that, due to the design of the rear suspension (swing-arm), the rear wheels 'tuck-in' one heck of a lot when they are swinging free, making it very awkward to align a wheel bolt and re-affix the wheel to the brake drum. The answer, dear Brutus, is not in the stars, (apologies to that well know Roman, Julius), but in a little tool called a "Quick-align wheel tool" or, "Wheel alignment pin" or, (if you are the owner of a BMW) a "Wheel hanger pin". Despite the variety of names for the tool, it is in fact the same item - a pin, threaded at one end so that it can be screwed into where a wheel bolt goes and a long, plain shank (and often, to ease usage, 'burred' at the holding end).

The 'modus operandi' when fitting a wheel to the car, is to screw the tool into one of the wheel-bolt holes, and then slide the wheel over the pin. This aligns the wheel fairly accurately, making it much easier to fit a 'holding' wheel bolt, and the all the other bolts. When 3 bolts are in place, remove the tool and fit the 4th bolt - simples! The tool can also make removing wheels a lot easier—simply remove 1 wheel bolt, insert the tool into the wheel-bolt thread in the brake-drum and then remove all the other wheel-bolts.

For those that run a standard 500 or a Mk1 126, (wheels with the 190mm PCD bolt pattern) sadly you will have to make your own tool due to fact that, to the best of my knowledge, nobody these days uses 10mm x 1.5mm wheel bolts. To make such a tool you must obtain the longest bolt that you can find with that thread (it must be a bolt, which has a plain shank, not a machine screw which is threaded along all its length). I have discovered that the very long (7inch and 9inch) coach bolts supplied by that well known vendor of many parts, some useful, some not, B+Q, are 10mmx 1.5mm thread pitch. These are perfect for the job as they have enough thread (which will need shortening) to allow for plenty in the brake drum and a very long, plain shank which, when the head of the bolt is cut off (and the edges cleaned up so that one does not cut ones little pinkies on it) gives you

a good long fitment 'lead.

For people with Mk2 126s (or people with 500s that have had the brakes from a Mk2 126 grafted onto their 500), which have wheels with a 98mm PCD, you are lucky. The bolt size on this model of car is 12mm x 1.5mm pitch, which is still a common wheel bolt size - Lada, Fiat, Seat, Lancia, Suzuki, Peugeot and most of the older Mercedes are just some of the cars that use a 12 x 1.5mm size wheel bolt—the “wheel locating pins” for this size can be obtained from ‘on-line’ sources for about £8.00p. Of course if you want to ‘pose’ and pay the extra, just walk into most car dealers parts dept. and purchase the appropriate tool over their counter - “yer pays yer money and makes yer choice!”

Despite all my joviality, this little tool is one that really does make life easier, and is small enough that it can just be left in the centre consul tray or a glove box.

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BROOKLANDS NEW YEAR'S DAY GATHERING



Billed as the largest New Year's Day Classic Gathering in the UK, it seemed to have more cars and visitors than previous years.

We arrived for 9am and by chance met and parked next to club member Ray with his white 500. There was apparently a third 500 somewhere, but unfortunately we never found it.

The museum is well worth a visit - they've moved and renovated the WW2 hanger. It has just re-opened and is filled with interesting aviation items, the

larger being a Wellington bomber, a Hurricane and Harrier.



We had an interesting conversation with a couple from Brighton, who also have a 500, but apparently it's very rusty and from the photos, looks like it'll only be used as a source of parts.

So a great way to start 2018!

Steven Abbott

Over 1,100 classics at New Year's Day Gathering

Extra space on the banking was used to good effect following relocation of the WW11 Bellman Hangar, originally situated on part of the finishing Straight of the Brooklands Race Track .



Among the more unusual cars on display were a 1960s Mini JEM and a Lenham MG Midget. Probably the rarest car on show was a 1937 Autovia Sportsman saloon. Only 36 of these V8-powered cars were built by an offshoot of the Riley company.

Early and rare pre-War cars congregated in front of the Clubhouse including a MG L2 Magna Sports from 1933 owned by David Naylor which competed in that same year at Brooklands in the 12 Hour Race.

*Pictures courtesy:
Steven Abbott*



FBHVC NEWS

Following on from the news on MOT testing (Fiat 500 Enthusiasts Club January Newsletter) this may be of interest to our members.

Roadworthiness Testing

We would appear to be getting close to a conclusion on this knotty problem, which will we hope to be better and less onerous than many had feared.

Pressures of publication dates mean that we cannot yet tell you the definitive proposals, but we can with some confidence set out the broad principles. We have to give serious credit to the efforts the Department for Transport (DfT) have put in to understanding and addressing the practical issues regarding application of the new requirements.

The Government's basic proposal on exemption is now law. The Motor Vehicles (Tests) (Amendment) Regulations (2017 No 850 for anyone interested) were laid before Parliament on 14 September 2017. Section 7 of the Regulations deals with the definition of vehicles of historic interest, which will be exempted from testing. The wording essentially replicates the provisions of Paragraph 3(7) of the EU Directive on periodic testing of vehicles of 3 April 2014, except that it uses a date of forty, not thirty years as the qualifying date. It will come into force on 20 May 2018.

It will be put into effect through a set of Guidelines, which is what we have been working on with the DfT to ensure that they are workable and practical.

The fundamental position in respect of historic vehicles will be that the current pre-1960 exemption from the MoT test, which applied to all vehicles without any examination of their underlying originality, will be withdrawn. It will be replaced by a new exemption, available to those vehicles more than forty years old (essentially the 'historic' class) which qualify as Vehicles of Historic Interest (VHIs), by reason of not having been subject to substantial change.

An important qualification will be that only changes carried out either after 1988 or less than thirty years ago, need to be considered. Currently DfT have proposed the fixed date of 1988, but our proposal for a rolling thirty year date complies more closely with the Directive. This is not yet settled. So earlier modifications, however major, do not disqualify the vehicle from being a VHI.

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Most discussions have centred around how the phrase 'substantial change' is to be defined and how it is to be established that a vehicle is a VHI.

We think we are moving towards a fairly generic description of a substantial change, which will have the effect of meaning most historic vehicles will qualify, which is the shared intent of ourselves and the DfT. We will set out the criteria in detail when they are finalised.

Many historic vehicles will be known by their keepers to be substantially as built and they will be able to be declared as VHIs with little or no problem. The Guidance will propose that anyone applying to have a vehicle recognised as a VHI who has any doubt should consult an expert for advice. The Federation has agreed to be the custodian of an approved list of experts and we will be working to create a fair and equitable method of accession of experts onto the list.

Roadworthiness Testing We are aware that many people have been confused by the potential use of existing DVLA rules, which is not now going to happen, into thinking this change relates to registration. May I emphasise most strongly that it does not. This is not only our view but is shared within DfT and DVLA. The worst thing that can happen to a historic vehicle which does not qualify as a VHI is that it has to undergo an MoT.

We also think we are close to agreeing a fairly simple process which will occur at the time of re-licensing in each year. It does have to be annual because a vehicle could have been changed during the previous year. We are arguing strongly for it to be simple, so that those owners of historic vehicles who are quite happy to continue with an MoT test, and we know there are many, are not required to go through the hassle of deciding whether they can declare whether or not their vehicle is a VHI.

It is important to state that no actual monitoring is proposed of declarations made. This is entirely a self-assessment process.

There are some issues not quite settled at the time of writing, though we are hopeful they mostly will be.

Courtesy of Federation of British Historic Vehicle Clubs

SPOTTED IN VAL D'ISERE



I came across this Fiat 500 sculpture on the Belvedere ski area in Val d'Isere, France.

The artist is a Frenchman called Stephane Cipe, originally from Paris but now living in Nice. The sculpture was lifted into place by helicopter and he describes it as "An invitation to smile - if not to laugh"

It seems to replicate, correctly, the form of a 1960's 500 but is actually cast from aluminium. The windows and roof are also cast but I think the wheels might be original steel.

I had a quick look underneath the casting to find it is completely hollow which makes me think the artist must have either made a mould or somehow used an existing car as a mould.

It certainly made me smile!

Ian Robinson.

My grateful thanks to Ian for sending this in. It is not the only one of his artworks designed to make people smile or laugh, check out the website :-

<http://www.eden-gallery.com/art/stephane-cipe/>? And in particular look for his artwork 'Bisogno di Aria'.

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***PLEASE** let me know if you have sold your item so that I can remove your advertisement from future issues.

JS

FOR SALE



Late 1973 500 Fiat - £4250

RHD Rust free. Re-sprayed white last year. All major bodywork completed. Some work still required to pass MOT. Present owner has owned the car for 10 years. 308 chassis. Spare gearbox included. Garaged. New owner will need to trailer the car away.

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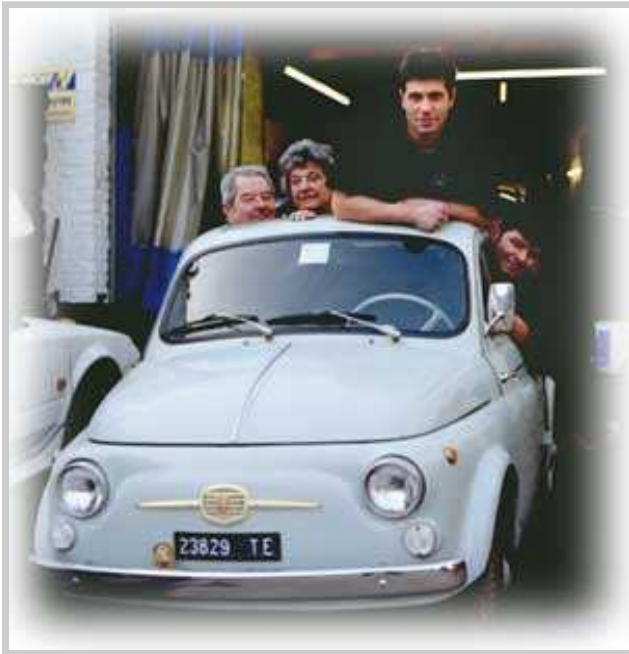
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FOR SALE**Fiat 500 1960N**

It is with regret that I have decided to sell my 500. Anyone wishing to find out more about this rare and beautiful 500N contact **Chris** on either:

07507519783 or walkerch@sky.com

(Chris' car has featured regularly in back copies of the magazine)

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Now quite rare - open to sensible offers.

Tel: Roger 07775 853456 or webbyrog@btinternet.com.

FOR SALE

A number of Fiat 500 items for sale including cylinder head, clutch, covers, cases, springs, pedals. Can be collected from Dorset or postage can be arranged

Contact Colin 07771977933

EVENTS 2018

*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.*

Dates and details of events may change - please contact the event organiser for latest information.

LONDON TO BRIGHTON (30TH) CLASSIC CAR RUN

Hello All,

Having finally found the time to sit and read the "Souvenir Guide" to the N.E.C. show, I was taken by the LONDON TO BRIGHTON (30TH) CLASSIC CAR RUN advertised therein.

Ending in Brighton (of course) this would be a good event for our members in Brighton, S. London, or indeed anywhere.

Details can be found on WWW.CLASSICMOTOREVENTS.CO.UK
Entry is apparently £97.50 for driver and passenger and at present the booking form is "coming soon" so presumably there will be vacancies.

"Getting carried away with myself".. I am imagining a three cars entry with CLUB SUPPORT in some form and for others an opportunity to be at the route side to cheer on "our Team". Followed by a Club Member rendezvous somewhere near to the finish, (pub/ cafe) with or without 500 and more.. perhaps.

Booking early should secure consecutive (30sec interval) start times.
Anyway, I can offer my L.R. and trailer as "support vehicle" and my moral support but unfortunately not time to organise it.

In reality the persons actually involved as participants are probably best making the plans and roping in myself and others on an "as needed" basis.

Anyone willing to give "Lon" 2 Bri" (text speak?) ☺ a try in 2018 ? Either as an individual or Team ?

John Jenkins

Easter Monday 2nd April 2017
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.

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

IMPORTANT - SEE PAGE 25 RE: REGISTERING FOR THE EVENT



Saturday 5th May

Auto Italia Car Day at Brooklands

One of the biggest events of the year at Brooklands celebrating the UK's obsession with all things Italian. This will be Auto Italia's 33rd Spring Gathering - the UK's first and finest all-Italian car event. Expect the site to be bursting with all types of Italian cars (and a few motorbikes).

Contact: Nathaniel Cross, web@fiat500enthusiasts.co.uk 07802 410896

Brooklands Auto Itali 2017



Sat/Sun 16 - 17 June

Bath Festival 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 07773 132645

Sat/Sun 23 - 24 June

Classic and Sports Car Show

in Association with Flywheel at Bicester Heritage Centre

Combining a dazzling array of action in the air and on the ground

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

Fri/Sat/Sun 20-22 July

Silverstone Classic

The Silverstone Classic is a large and prestigious event for the whole family. Spectacular historic motor racing on the world famous circuit with qualifying for all grids on Friday and racing on Saturday and Sunday. Free access to the paddocks and grandstands, displays from over 100 car clubs featuring more than 10,000 classic cars, air displays, vintage fun fair, shopping village and more.

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

Sun 29 July

Audlum Festival of Transport Cheshire

A showcase of classic motor vehicles and accessories from the 50s, 60s, 70s and 80s with some owners in fashions from the period.

Contact: John Jenkins, chairman@fiat500enthusiasts.co.uk 02380 730765



Sun 19 August

Festival Italia Brands Hatch

Festival Italia gives you the chance to embrace Italian culture, music, food and wine while surrounded by the finest Ferrari, Maserati, Fiat, Ducati, Lancia, Abarth, Lamborghini, Alfa Romeo, Aprilia and more have to offer.

Contact: Sheridan Bowie, membership@fiat500enthusiasts.co.uk 07909 522141

November

9 - 11 Nov

NEC Classic Car and Motorcycle Show

The Lancaster Insurance Classic Motor Show, with Discovery, is the Biggest and Best Classic Motor Show in the UK! Covering over one million square feet.

Last year was a great success and we are applying for a club stand again this year to promote the club and show our cars.

Contact: Nathaniel Cross, web@fiat500enthusiasts.co.uk 07802 410896



Easter Monday 2nd April 2017

Horsham Piazza Italia.

Unlike previous years when participants contacted me initially and entry has been based on a first come first served basis - this year the organisers have decided that entrants will need to fill in an online application. Details of Fiats (or derivatives) will then be passed to me and I will then be told how many spaces are available. Hopefully there will be spaces for all who wish to participate. The organisers have hinted that should we widely exceed our allocation then an alternative venue might be found. This system will not allow me to operate a first come first served system. It has been suggested by the organisers that the required quantity of cars be selected by choosing 'the best'. As I am unhappy with this method, should it be necessary, I will operate a first out of the hat system where everyone has an equal chance of a place.

Please see below for the instructions on applying.

PLEASE NOTE - IT IS REALLY IMPORTANT THAT YOU REGISTER YOUR INTEREST AS SOON AS POSSIBLE. The deadline - originally 4th Feb, is unlikely to be extended for much more than an extra week. (However do check with me first before deciding you have missed the boat).

Horsham Piazza Italia 2018

Display Car and Bike Application Form Online Now

An online application form has been launched for all drivers and riders who wish to display their vehicles at Horsham Piazza Italia 2018 – this includes the facility to upload an image of the vehicle to be displayed.

<https://goo.gl/Fp7Y5L>

Please use this to register your interest and pass this on to any of your contacts who could also be interested.

We would like this form to be used as much as possible as it will provide us (and group organisers) with all of the details we need to communicate with owners in the build-up and for safety during the event. This approach was successfully piloted to manage last September's Horsham AmeriCARna event to which we received over 240 applications.

On behalf of the HDC Piazza Italia team,

Garry Mortimer-Cook
Town Centres & Events Manager

NEW MEMBERS

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

Adrian Turner	Devon	
Christine Brazier	Bedford	
Luigi Paniyozzo	Northants	1967 Fiat 500
Eizabeth Tassell	Worcestershire	1968 Fiat 500
Iain Hendry	E Sussex	1970 500L
Mark Loveland	Warwickshire	
Pete Avery	Hampshire	
Stuart Walsh	Kildare	
Ian Jones	Bristol	1973 Fiat 500R
Antonio D'alizlio	Peterborough	
Nigel Roper	Warwickshire	2017 Fiat 595
Michael Brooks	Derbyshire	Fiat 500F 1970
Kathleen O'Reilly	Staffs.	1969 Fiat 500L
Andrew Emeny	Herts.	
Beth Loader	Birmingham	1973 Fiat 500
Keith Newey	Wirral	1969 Fiat 500L
Rod Clarke	Devon	Fiat 500F
Matthew Slater	Cheshire	1970 Fiat 500 L
Fiasal Jamali	Surrey	
Andrew Nash	Kent	
David Kingerley	Derby	1968 Fiat 500F
Sally Brett	Suffolk	
Michael Plimmer	Derby	1966 Fiat 500F
Stephania Costafallarelli	Oxfordshire	Fiat 500

Andrew Bridges	Warwickshire	Fiat 500
Vivien Wright	Wiltshire	1973 500L
Catherine Clarke	Northants	Fiat 500L
Mark Dowker	Yorkshire	138 Topolino
Karen East	W. Sussex	2011 Fiat 500
Jackie Coverley	Norfolk	1966 Fiat 500
Liz Page	Northants	2016 Fiat 500
Ian Yarde	Somerset	1972 Fiat 500
Ben Au	N Yorks	
Andrew Diccons	Durham	1970 Fiat 500
Charles Halliday	Yorkshire	1967 Fiat 500
David Parkin	Bristol	1973 Fiat
Giancarlo Moretti	Yorkshire	
Elio Grossi	Lincs.	
Steve Amos	W. Sussex	1967 Fiat 500F
Charles Hobbs	Hants	1975 Fiat 500R
Craig Savage	W. Sussex	1972 Fiat 500F
Kate Landells	Hants	Fiat 500L

**COPY FOR THE APRIL 2018 MAGAZINE SHOULD
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