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Photo courtesy P Barnes

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Membership Renewals

As you know, the majority of our members have a 15 February renewal date. If your membership number is lower than 585, your renewal would have been due then. There are still a few people who have not renewed and in these difficult times, we are reluctant to keep chasing because so many people have so many things going on at the moment and there are definitely more important things in life than Car Club Membership.

If anyone with a member number lower than 585 has yet to renew and would like guidance on what to do, please contact Phil
Swallow: membership@fiat500enthusiasts.co.uk

If no action is taken, our membership system will automatically 'lapse' anyone who has not paid by 14 April 2020 and they will no longer receive e-mail communications or the Club Magazine.

If membership lapses and you no longer here from us, please feel free to re-join at a later date when things are calmer.

A huge thank you to all that have renewed. Your support is very much appreciated and we look forward to returning that support as best we can over the coming year.

THE FIRLE HILL CLIMB
'What a Treat, to climb Bo Peep'



This was started in 1949, when Bentley race cars were looking for a track, and they got permission to use Bo Peep Lane, the single track road going up to the South Downs at Firle, East Sussex.

It continued under BARC control until 1967 when, unfortunately, a Lotus (Lots Of Trouble Usually Serious) collided with some rambles on the South



Downs Way. This led to the event being closed down permanently.

In 2014 a group of volunteers formed the Bo Peep Driver Club, with the aim to raise money for charity. This is now an annual charity fund raising event for pre 1985 cars.

Well, say no more...we joined the club and entered Coleman !!

Dressed in overalls, flat cap and head scarf, we looked the part, and took our place in the paddock. Glancing around the paddock it was clear that anything better

than 80th of a faster climb time out of the 80 cars was not going to happen. We had very unsporting thoughts that perhaps one of these highly tuned motors might have a bad day !! but in the spirit of this friendly club we were there and we were going to climb the mountain. Their motto 'up the mountain quickly' might be a bit optimistic.

Where else can you find a Fiat next to a Ferrari, a Chummy next to a Chevrolet and mingle with the cars and drivers as well.

Drivers briefing over, a blessing from the local vicar, (Coleman needed all the help he could get!) The excitement was mounting.. you could hear the tyres screeching, the engines roaring and Coleman ticking over.

We formed a line in the queue to the start, through the straw bales and there it was the flag, the wooden starting choc and 'the mountain'. Trying to glean any tips we could, the sight of the Rolls Royce engine in the Handlye Special (27000cc) roaring, wheels screeching and snaking up the hill in front of us didn't fill us with confidence !!

What else should we do?? make a couple of holes in our exhaust, tie down



the picnic basket, but it was too late the flag was up and we were off... We left the start with a G-force of (well there wasn't one) but I swear Lynette's head scarf fluttered in the wind. Into second gear with a jolt, "mind my baby" Lynette screamed, rounding the first bend, no tyres were screeching but every nut and bolt was rattling, all the spectators were clapping as we roared our way up the course, finally reaching the top with a sharp bend into the car park on the top of the downs with an engine you could roast toast on, we made it.

The smallest car (in size and cc) we were proud of good old Coleman. Followed by a gentle parade down the hill, car and passengers had a very enjoyable day.

P.S.

To compare Rolls Royce Handly Special (*pictured above*) 27000cc, 1914 American La France 14500cc and fiat 500 649cc.

Whilst not now a race, the timings were:- in 1949 a Lagonda 31.4 secs. in 1950 Jaguette 30.2 secs. in 2019 Fiat 500L 53 secs.

David Harris



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FIAT 500 OWNERSHIP - 12 Months On

If you read my previous story detailing the first six months of ownership, hopefully this will appeal some more. (*Issue No 61 April magazine—erroneously listed as March - Ed*)



After the 2018 summer, there was a long list of jobs that I wanted to do on the little Fiat. I'd done about 2000 miles, with no break downs, just a few rattles here and there. When I purchased the car, the previous owner gave me the original crash gearbox, saying first gear had gone. I decided to replace the synchro 126 gearbox with the original. I have rebuilt engines, but

never gearboxes, but there is nothing simpler than a Fiat 500 gearbox, so I repaired and replaced where necessary, purchasing the full repair kit which included 1st gear, reverse gear and layshaft. It went remarkably well, had a few oil leaks that were fixed, and did over 500 miles in it, until one day I reversed onto the drive, and a bolt out of the differential decided to show it's face through the side of the gearbox, along with a litre of transmission oil over my block paved drive. Out the gearbox came again, and managed to find a specialist welder. I will admit that although many people say why get rid of the synchro box, the original crash gearbox does give a satisfying clunk when you change gear.

Other major jobs included replacing the interior to the original F style that was in the post restoration photos. Lovely period seats and get a lot of positive comments at shows.



Also the carpet was replaced with original rubber factory mat, lot easier to clean than carpet, and very nice smell on a warm day. Rubber plugs seem quite difficult to fit though, but more on that later. *

Talking of shows, my son had just started a new school, and one of the annual charity events is called the Crooked Spire Parkside Run, he was helping at the event so I just had to book us on it. It's a mix of a show, and a 100 mile car run. We set off and managed 12 miles before it started misfiring. I've had plenty of misfires in classic cars, but I guess because the

exhaust is so short, when the Fiat 500 properly misfires, it sounds like a shotgun going off. Many of the participants offered help, but in the end we managed to limp home, letting it cool down, misfire, cool down etc. After much ignition fiddling, it transpired that the AccuSpark ignition module was failing when it got to full running temperature. I replaced it with an original set of points, maybe more prone to failure, but at least they can be fixed at the side of the road. I was a little miffed to begin with because two condensers I purchased failed within 5 miles (Intermotor branded), now I have the OEM Magneti Marelli, it's all good. As we go down the road my kids happily mention places we have broken down and I've had to have a tinker to get us home. One of the pitfalls of classic ownership I guess.



Carl

**See Carl's tip on making a tool to fit rubber matting in the 500 in 'Tech Talk' pg 22*



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TOUR OF EUROPE 2000 (2nd instalment)

MAINLAND EUROPE

Back on the road we again headed south. Entering Germany, we felt we were back in the 'real world'. In all the Scandinavian countries the pace of life is a lot quieter and with the lack of traffic and slower speeds, driving had been very pleasant, now '*Bugsy*' felt very overwhelmed.

In Kiel we had arranged to meet up with members of the local Fiat 500 club,



A group of German Fiat 500 owners

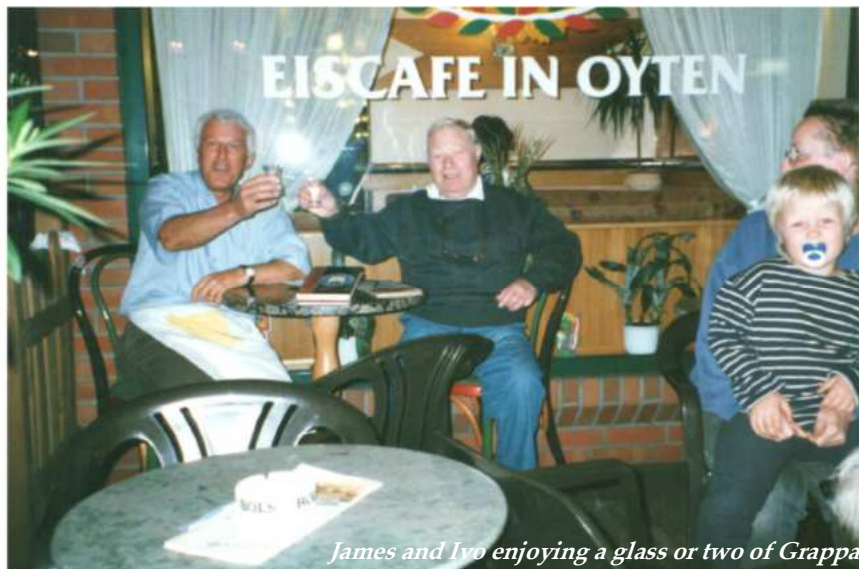
once again the welcome couldn't have been warmer, one couple offered us a bed for the night and '*Bugsy*' was housed in her own private warm garage!



Bugsy outside her nice warm garage

The next day we took time off from our travels and went sightseeing, visiting a nearby navel World War II museum.

Our next stop in Germany was near Bremen, the word had got round of our trip and a local Fiat 500 owner invited us to join him at a local gelateria, much to our amusement he arrived in a Giardiniera together with his wife, two children and an old English Sheep dog, it is amazing how much you can squeeze into a tiny car. James was delighted to find that the gelateria was owned by a Genovese called Ivo.



Soon, with the grappa flowing they were exchanging stories about their native town. Ivo couldn't believe we had so far been on the road for 17 days and driven our car over 3000km with only a cracked breather pipe as a problem, this James had rectified in the hotel car park before coming out to meet him. He kept on looking round, expecting to find a normal car with a trailer that we were going to load 'Bugsy' onto. He told us that his car could only travel 60km before breaking down, his one ambition in life was to take it back to Italy, but couldn't face the hassle.

HOLLAND

Leaving Germany behind our next stop was in Holland. Over the years we have visited Holland many times with our 500, and made lots of friends with members of the Fiat 500 Dutch club. Before leaving home we had contacted some of them and arranged to meet up in Venlo, we were surprised and delighted as to how many turned up and how many goodwill



Resting up in a camp site in Holland

messages were sent by those who couldn't join us due to work commitments. We spent a pleasant few days, touring the area and discussing Fiat 500's. Jan was even able to get some washing done, as by this time we were running out of clean clothes.

One idea for the trip was to take in as many countries as possible, including the UK, we had now passed through 6. On the 20th day of the tour we travelled from Holland through Belgium and Luxemburg to France. So far the weather hadn't been kind and we were beginning to get rather fed up with the rain. Upon entering Strasbourg, we were once again greeted by a downpour. At this point we decided to give Austria and Liechtenstein a miss and head straight to Italy where we hoped the weather would be better. (This was a shame as Jan hadn't been to either country and was looking forward to seeing both of them)



A quick stop to get our bearings

ITALY

The next day was perhaps one of the longest driven so far, almost 500km along Switzerland's motorways,

through the St Gottard tunnel we arrived in Italy. Thank goodness the weather was warmer, we could almost hear *Bugsy* heave a sigh of relief that she didn't have to have her wipers working for a while. After a brief overnight stop in Milano, we headed for Alba and an agroturismo at Montelupo that we had stayed in many times before. It was almost bliss to stop travelling for a few days, sort out and tidy the car and trailer, James also tried to rectify the minor problem that he had been having with reverse gear, not that it really mattered a Fiat 500 is small enough to push if we lost the gear completely.

We had already been in contact with Silvia De Paoli, the President on The Fiat 500 Club Italia, so leaving the trailer behind at the agroturismo, we drove back into Torino, here we met up and she took us to meet Enrico Bo at



Meeting Silvia and Enrico.

his workshop. Later on we visited the Museo Dell' Automobile, knowing how dreadful parking is in Torino, we were very happy when we were invited to park *Bugsy* in the museum compound. The museum is fascinating, there was much to see, and cars for James to reminisce over



Bugsy emerging from the Museo Dell' Automobile

remembering all the cars he had worked on in the past, the time went by too quickly and before we knew it, it was time to move on.

After a pizza lunch, we went to the Lingotto factory, again arrangements had been made for



Outside the Lingotto factory

us to park inside the grounds, and this was a wonderful opportunity for a photo call. The factory has been beautifully restored, but we were not able to visit the test track on the roof as it was closed for repairs. We had both driven on the track a few years earlier, so this was not such a

disappointment as it might have been. What a day! We can't thank Silvia, Enrico and Fiat 500 Club Italia enough.

Over the next few days, we took the opportunity to catch up with some old friends, visiting Elio Chiola in Neive and paying our respects at the tomb of Dante Giacosa. Wanting to hear all about our trip, we also spent time with Virginio Giacosa, Dante Giacosa's cousin.

An opportunity was also taken to meet up with some member of Club Team Arco Alpino, who had many Fiat 500 owners as members.

Being in the area we couldn't miss going to a special restaurant in Narzole where they specialise in Risotto tartufo, a real treat. Then



A warm welcome from Virginio Giacosa

on to visit Piero and Laura Lavazza, a few years before, they had sold *Bugsy* to us, the car had arrived in the UK a complete basket case before James restored it and converted it to Right Hand Drive. Now it was visiting the country and area of its birth, not sure how the car felt, but Piero and Laura were amazed to see it again.

Jan di Carlo

The April issue sees the Di Carlos visiting the fiat 500 Club Raduno in Ceva



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MY OTHER CAR

And now for something completely different!



My other car is a dodgem , bought a few years ago now from the well known colourful auction site. It was an absolute wreck and had been sat in a yard in Blackpool (fittingly enough)

For many years it had virtually no floor , if you stood in it you were standing on the ground. There was no seat cushioning and it was an un-delightful shade of bronze topped of with a good layer of algae, but most importantly it looked complete.

I sent a guy to get it back to Surrey although he had to enlist the help of three others to get it into a van, it is incredibly heavy and pretty immobile with three flat tyres.



On inspection it was amazingly 100% intact , every bit of bright work was there , the pole , all the lenses and even the token slot and box. I had it stripped , the floor welded , the fibreglass body sprayed at a friends paint shop as a project for his apprentices, the seat and steering wheel reupholstered



and had it all ready to put back together when a mechanic / go kart enthusiast friend suggested it would be more fun fitted with a Honda kart 4 stroke engine and brakes. The result is it goes quite quickly , however cornering is very, very tricky.

I am hoping one of the readers of this magazine can actually tell me what it actually is though - I have tried to research online but no real result as yet. I believe it to be Italian or French perhaps made by Barbieri or Reverchon but there is no sign or a manufacturers badge or mark, however on the sides as part of the trim is the word loli . Any clue anyone?

Ray Dunbar



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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.

Rubber Mat Plug / Peg / Grommet Fitting Tool

When I fitted an original rubber mat set in my car, I tried all kinds of tools and methods to prod the plug into the seemingly tiny hole. I'd searched on the internet and not found any useful information, but I devised this tool. If you notice the proper plugs for the job, they have a small hole down the centre. I cut a small bradawl down, so the sharp end was gone, and then fitted a small socket at just the right length, so the end doesn't cut through the end of the rubber. Now just fit the grommet to the tool, push in the hole with lots of force, pull out, and a perfect fitting plug. Saved me no end of time and heffing and jeffing. I hope it helps someone out.



Carl

CUSTOM MADE

One of the problems with ones encroaching years is the lack of desire, as one did in ones 'yoof', to sit in a Cinquecento for 6+ hours whilst driving from Chester to (usually) south/south east England. For that reason I have, for the last 3 years,





hired a 4 wheel/
twin axle trailer
and towed my
Abarth replica
on it behind my
Citroen Psarra
estate. Whilst I
was always
aware that the
combined
weight of the
big trailer with
the Fiat
strapped to it
was very close

to the Citroen's allowed towing limit (1,100kg), because the car/trailer combination looked balanced, I was never invited (instructed?) to put the unit onto a weigh-bridge. However, time, mileage and erratic ECUs wait for no man, so the time arrived when the Citroen had to be 'moved on'. This left me in a bit of a quandary as both Ann and I had decided that as we no longer really required an estate, we would move to a smaller car; but to what? The answer was Skoda Fabia hatch-back with a 1.9td. under the bonnet. Whilst the towing limit of the Fabia is the same as the Citroen, it is externally, a smaller car. This resulted in the big trailer looking all out of proportion and made me worry that the 'the boys in blue' were more likely to call me into weigh-bridge. A smaller trailer was called for.

I spent sometime on-line looking at 2nd hand trailers, but they were all either tatty (money needed to be spent on them), heavy (car/trailer unit overweight), too big (back to square one), too far away (big fuel bill, with the chance it wasn't suitable) or expensive (my pockets have a bottom). In the end I decided to "suck in deeply and bite the bullet" and buy a new trailer. Again, time was spent on the 'little-box'. The big companies, 'Ifor Williams', 'Brian James', 'Woodford', 'Blue line', 'Buffalo' etc. were either too far away or, way out of my pocket. I then found a little company just outside Bridgnorth in South-east Shropshire - Phoenix Trailers. A small, family run company, they specialise in be-spoke trailers. True, when you compare their 'fully built' price with some of the competitors, they weren't any cheaper, but then you look at the 'detail'. The 'all-up' price of the Phoenix trailer included essentials



such as a spare wheel, a pair of rear legs, a winch and 'hot-dipped' galvanised. On practically all the competitors trailers these were 'options' which when the price of them were added to the basic price made the

Phoenix trailer's price extremely competitive. The outcome of all this research was a phone call to Phoenix Trailers and an invite to visit them, and if I could make it within the next couple of days, I would be able to inspect the trailer that they were making for a Cinquecento! Small 'ole world innit? My visit to Phoenix Trailers turned out to be very successful and resulted in my handing over a wad of money (a cheque, to be exact) as the deposit, and signing an order for a trailer. Being that the 500 is rear engine, Neil Scriven, the owner of the company, suggested that the axle was moved slightly towards the rear of the trailer to allow for this design factor. My son who wants to borrow the trailer to move his be-spoke Rover-100 around will just have to pull it on backwards - tuff! (for this reason the trailer is slightly bigger than if only my 500 was going to be moved around on it) All the staff that I met at the company were pleasant, polite AND INTERESTED IN WHAT THE TRAILER WAS GOING TO BE USED TO CARRY, which to me was a very important, and probably deciding, factor. They were interested in their customers, something that seems to be lacking in a lot of companies these days. The trailer was completed within the arranged time-scale, and on budget.

My first 'proper' use of the trailer was for towing my "Abarth 695" replica down from Chester to Brands Hatch for the 'Italian' day and Abarth 70th birthday dinner. The trailer is a delight to tow, the re-location of the axle proving to be perfect. The service that I received from Phoenix Trailers was exemplary. If any club member is looking for a trailer, for whatever reason, I would suggest that you contact Phoenix Trailers and have a chat with them - I don't think that you will be disappointed.

Topo Peloso

LET THERE BE LIGHT!

Our original 500s have a dynamo of modest output and lights that are seriously challenged by a failing candle. Driving home in fading light is to be avoided like giving offerings to the Inland revenue. Fitting of an alternator to service super halogens is not an inexpensive project and, could be considered as a waste of funds that may be better invested in good Sicilian reds or prosecco!

Assuming that your headlamp units are in good condition, decent lights can be achieved with the standard dynamo, without modifications and at a minimal cost using significantly less current than the standard bulbs - LED is the magic word. The recipe is as follows:-

2X H4 P43T headlight adaptors (eBay ref 182550292639 price £8.95)
2X H4 COB CREE LED car bright white headlight main/dipped beam bulbs (eBay ref. 163788926353 price £7.59)

Secure the bulbs in the adaptor. Make your own clip from a rejigged super size insulated paper clip. Adjust the beams - put on your sunglasses and turn on the lights!

Ah! the spotlights/DRLs are 2X 125W Motorcycle CREE U5 LED motorcycle running lights eBay again, item 174003005270, cost £11.00. Taken apart, parts thrown away, fittings modified, then discretely fitted under the bumper

The whole package probably uses less power than the sidelights and rear lights - look at the sidelights by comparison, I have plans for those!

So, forgetting the spotlights, there is no rewiring, no modification, everything reversible - simples!

PS, anybody fancy adjusting my diff.*

Peter Harrison

If anyone has some tips regarding adjusting differentials I'm sure Peter would be interested to hear them. Either write a piece that I can print in the magazine, or contact me and I'll pass any ideas on.

FIAT SPOTTED IN THE USA



A friend recently sent me these photos of a Fiat 500 spotted in Georgetown Washington USA - decorated in Sicilian style - originally used on the traditional Sicilian horse drawn cart. I believe I have seen this car before, and think it belonged/belongs to an ex member of our club. Surely there cannot be two cars with identical decoration Members who like this style of decoration may be inspired by some even more intricate decoration as illustrated in the June 2016 magazine (*Can be viewed in the members' section of the Club website*). JS

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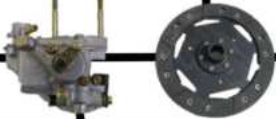








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WHAT IS IT?

Members may remember this car featured in the December magazine under the heading 'WHAT IS IT' The mystery car is in fact the tiny two seater 'Volpe' (the Italian for fox). Made by the Turin based company ALCA (Anonima Lombarda Cabotaggio Aereo) it weighed only 135 Kg and measured only 2½ metres long by 1 metre in height and width.

Sporting a rear mounted 124cc two-cylinder 6hp engine it was nevertheless capable of 75 km/h!

Launched in March 1947 in response to a need for a cheap robust method of transport following the war, only ten were ever made, as the company closed down after being accused of defrauding customers by accepting money for the car but



neglecting to provide customers with the vehicle.

Only one correct answer was sent in:- Member Adam Quellin receives many 'brownie points' for correctly identifying the little car.

Fortuitously he had previously spotted a Volpe on the *Bruce Weiner Microcar Museum* web site <http://www.microcarmuseum.com>

NEW YEAR'S DAY MEET AT THE PHOENIX INN HARTLEY WINTNEY - HAMPSHIRE



The plaque opposite proudly declares the Inn's long association with Classic cars. Founded in 1934 at the Phoenix, the Vintage Sports-Car Club maintains its association with the pub to this day.

One such meeting took place on New Year's Day. So many cars turned up that they spilled out of the car park and along the main road. Apparently the Police turned up in a 4 x 4 and Transit but showed admirable tolerance by not moving the vehicles on.



Among the numerous exhibits were a 1904 De Dion Bouton, a Tesler Roadster, two Lamborghinis and a McLaren.



Alex a member of our club attended and kindly sent me these photos of a 500, Seat 850 and this rather special Fiat Abarth 750 Coupe Goccia (Vignale).



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EVENTS 2020

Your last chance to sign up

STUDIO 434 VISIT Potters Bar—London 7th March TBC

A visit to the amazing car collection of Roger Dudding (see April magazine edition No 61) Cost is £38 per person which includes morning tea or coffee, biscuits and lunch.

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

Saturday 2 May

Brooklands Auto Italia

8:30a.m. - 5:00p.m.

One of the biggest events of the year at Brooklands. The UK's first and finest all-Italian car event.

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

Sunday 3 May

Basingstoke Transport Festival 11.00 am - 4 pm

The War Memorial Park,, Basingstoke, RG21 4AG, will once again be filled with over 900 vehicles at the Basingstoke Festival of Transport 2020.

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

Sunday 30 June

10 am—3 pm Classics at the Clubhouse

Sandford Springs Hotel and Golf Club Kingsclere Live Music,

Awards and Prizes, BBQ, Bar, & other Food Stalls, Shops

Retail Stands, and Games.

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

Fri-Sun 29-31 May

Vintage Nostalgia Show, Stockton Park, Wiltshire

Live music, vintage trade stands, classic, vintage car display, hot rods, automotive memorabilia, antiques, kitchenalia, traditional crafts and various period exhibits from the turn of century through to the 1980's.

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

More events coming up in the April Newsletter



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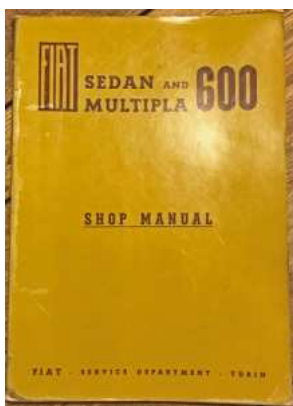
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YOU WILL EVER NEED**

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.

FOR SALE



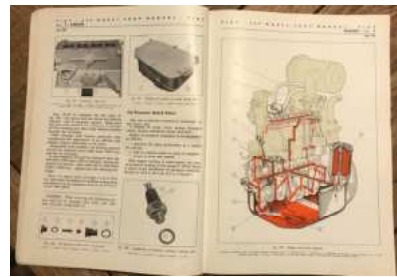
I have an original Fiat 600 Sedan & Multipla 'Shop Manual' for sale. This is the trade bible by Fiat for servicing 600s including Multiplas

It's not dated but suspect that it's probably pre-1960 as it doesn't cover the 600D. A4 sized perfect-bound softback, 345 pages. Copiously illustrated with diagrams, B&W photos, charts etc.

Amazingly good condition for its age, very clean, very slight cover de-lamination, but all the inside pages completely clean - obviously never used for it's intended purpose.

Later versions available on eBay from £70 upwards - if you can find them. Reproductions from £40. Open to offers, or swap for 500 equivalent or good Weber 26 OC 10 Carburetor.

Contact: Brian Lloyd blloyd61@gmail.com or WhatsApp me on 07879412472.



FOR SALE

WORKSHOP MANUALS

Haynes Fiat 500 Owners Workshop Manual. Used but in excellent condition. £25

Autobook Fiat 126 Owners Workshop Manual. As new. £25

or both contact Keith on 07778 383552 or 01372 469240 or keith@avico.com

FOR SALE 1969 Fiat 500L





White LHD Red interior mileage 34000. "Molly" came into our family in 1998 fully restored by 1 previous UK owner, had a few early social outings then dry garaged for 20 years.

Full overhaul & MOT pass September 2017 (mainly lights, horn, shock absorbers & steering bushes). Due to

difficult circumstances was unable to have her home & she was poorly stored. Paintwork now starting to 'bubble' & nearside door sill starting to corrode. Have lost my garage so need to move Molly on to a new home asap. Located Lincs/ Notts border. £4000 ovno

Tel - Irene Coupland 07879331673 e mail i.coupland55@live.co.uk

FOR SALE

Quality Front Brake Disc Conversion Kit, including 2 x wheel adaptors plates, 2 x front flexible brake hoses and drilled disc brakes. This kit is easy to install, will fit onto your standard wheel and suspension set up for 500 and 126 models and comprises of fully reconditioned and painted brake callipers, reconditioned stub axles and new drilled discs and brake pads. The components are from Fiat Punto 55 making any future maintenance hassle free when sourcing the serviceable parts. £430 +postage.

Contact Giuseppe: 07967 242752.

FOR SALE

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

Contact Colin 077719 77933

WANTED - SCALE MODELS

Pocher-Rivarossi 1/13 scale FIAT 500 & 600 models in any condition

Peter Barnes 01420 88275 or Peterb@aosmith.co.uk

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FOR CAR CLUB MEMBERS

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NEW MEMBERS

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

Frank Dersen	Netherlands
Stefania Costa Zaccarelli	Oxfordshire
Jay Watson	Surrey
Stephen Rushton	Coventry
Steven Taylor	Gloucestershire
Brian Lloyd	Surrey
Frederik Stollenwerk	Germany
Mark Brinicombe	Surrey

**COPY FOR THE APRIL 2020 MAGAZINE SHOULD
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MONDAY 23 MARCH 2020**

email magazine@fiat500enthusiasts.co.uk

TEL: 07749 499785



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