

INTERNATIONAL FEDERATION OF VETERAN CAR CLUBS
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AFFILIATA ALLA
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Veniero Molari

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Dear Mister Sedgwick,

First of all I hope you will excuse me for my very long silence.

I always read your beautiful writings in the Fiat Register Bulletin and in the V & V Magazine.

I failed to come again in England, as well (or I'd say as bad) to buy the famous Truro 523 but I've found a 525 SS torpedo frame #01904; as soon I will have the pictures I will send them to you.

If I am asking you an odd question I hope you will not hate me for the time being: a very close friend of mine, Giulio Vignale, has bought in England the 508 CS BXU 106 and he is restoring her with extreme care. In order to have the most exact datas, I'd be very grateful if you can kindly send me very soon, at my expenses, the maximum number of pictures of the British 508 CS, mainly the pictures of the original 1934/1935 cars; every detail (we have already your beautiful "profile") will be interesting, but especially the ones regarding original dashboard floor, bonnet inside (with tools box and battery box) etc.

I have seen that all the present british cars have the battery in a floor box, while all italian cars have a box under the bonnet; was that a Fiat modification or a further private improvement of the stability? The reply is very important and urgent, because the car is now in an advanced state of restoration and is now stopped with that awful doubt. Will my friend Michael Sedgwick help me immediately? I hope so also if I don't merry to much your help, for my silence, I say.

Thank you very much and please accept my best greetings

Yours faithfully
Veniero Molari