

Nissan Figaro Owners Club

EDITION #003 SEPTEMBER 2015

Figgyworld

QUARTERLY MAGAZINE

From Sheffield to Île-de-Ré
in a Figaro

PAGE 8



Figaro Team Holland

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Owner
Workshop

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**COVER
STORY**

Back in June the club descended on 'land of the brave' with 29 cars for our annual rally.

**SEE
PAGE 20**



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MESSAGE FROM KEVIN

EDITOR: Kevin Fagan EMAIL: sales@figarownersclub.com

Don't judge the Figaro by its size

Welcome to our 42 page bumper edition of Figgyworld.

I hope like me when you read the story of Zoe & Steve Marciniak's trip to France you get inspired to do the same. And more importantly start to look at your Figaro in a different light - a reliable, well built & comfortable vehicle you shouldn't be afraid of travelling long distances in. But let's be honest we all do it don't we? When we look at our Figaro we think 'small car = small distances'. Something only capable of short trips like running to the shops or a Sunday afternoon drive. But this edition shows a different side to our

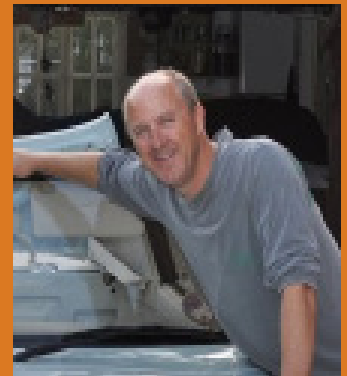
cars. Zoe & Steve drove 1,200 miles in a few days without so much as a loose wiper blade and many of our Scottish participants (including me) did similar mileage (if not more) during the rally and again without any mechanical issues whatsoever. So why not start planning that big trip, I hear the South of France is lovely in the summer?

One very special lady

In June the club lost a very dear friend after a short illness. Sue Hales epitomised the typical traits of a Figaro owner. She was fun loving, adventurous and best of all slightly crazy! In the six years the club has been running she touched the lives of so many of our members at various events and rallies with her amazing fancy dress outfits, convoy antics

and fluffy toys (often hanging on for dear life after being strapped to the back of her Figaro). One of my best memories was queuing up for a ferry on-route to Holland. It was all very orderly as we chatted to other passages in the car park line about our cars. Checking my watch I started to get concerned as Sue was always on time but now was unusually late. Then all of sudden we could hear faint tooting in the distance which seemed to be getting louder, then over a hill our attention was drawn to what was making all the din and yes you guessed it. It was Sue waving frantically with lights flashing and horn beeping, she always knew how to make an entrance!

Following last month's Newsletter we've been contacted



by members wishing to clarify the situation regarding the mileage of their cars? I hope John Coopers article on page 36 goes some way to explain this issue.

Interest in our Big Party 25th Birthday Weekend is still strong with the Gala Dinner/Dance almost SOLD OUT! We have lots of exciting ideas for the Sunday Figaro Fair so watch this space...

Roof down and warm days, catch you next month.

Kevin

PS - We desperately need content for our December Issue so please get in touch if you have a story, news or pictures and together lets make this a great winter edition :)

Club Websites

Published by Figaro Owners Club, 58 Earl Howe Road, Holmer Green, High Wycombe, Bucks, HP15 6QT, ENGLAND.

Figaro Owners Club

Extensive information for current and future owners including events, gallery, products & services etc.
www.figarownersclub.com

Technical Forum

Over 20,000 technical and ownership posts including technical manuals, guides & information A-Z ownership issues etc.
www.figarownersclubforum.com

Buyers Guide

Comprehensive Online publication to inspecting, test driving and buying the Nissan Figaro.
www.nissanfigarobuyersguide.com

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www.figarotrader.co.uk

Figaro Store

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NEWS - COVER STORY - MASTERCLASS - MEMBERS GALLERY - OWNER WORKSHOP - FEATURE ARTICLES - EVENTS - DIRECTORY



MY DREAM CAR IS SARAH JANE'S CAR!

Member Rachel Jemma Corey talks to *Figgyworld* about how a TV series changed her life (despite the colour mix-up for the better).

On the 1st of January 2007 I fell in love... Deeply in love. Invasion of the Bane (the pilot episode of the new children's TV series - The Sarah Jane Adventures, a spin-off of the popular BBC TV series Doctor Who) was aired! It followed a young girl called Maria Jackson who moves in opposite Sarah Jane Smith, former companion to the 3rd and 4th Doctors and played by the amazing, beautiful and talented Elizabeth Clara Heath Sladen, who is sadly no longer with us.

Sarah Jane finds aliens and helps them when they're in need or stops them from invading earth with the help of her friend Maria and the creation of the alien Bane invading earth, who she later adopts as her son and names Luke. She gets from place to place in her very sleek, very shiny, very very beautiful Emerald Green Nissan Figaro.

Rachel's hero Sarah Jane



The following year (2008) some family friends brought a Figaro, I was so jealous!!! This car was the Car of my dreams, I was only a child then and terrified at the thought of driving but this was so beautiful and I thought it looked just like Sarah Jane's. Mum and I teased our

friends saying "If you every decide to sell your Figaro, Rach wants first dibs"and when I turned eighteen (2014) they asked what I wanted for a birthday present and we said "Your Nissan Figaro please!!!" - I didn't get the Figaro for my eighteenth.

However, this year we received a message of our friends saying "We've decided to sell the Figaro" - 'WHAT!!!' I thought 'SELL A FIGARO - such a beautiful car!!!' Then further down the message "Would Rach like it" 'YES' I thought 'Rach would like it very much please thank you to you!' So me and Dad (as I am only a learner driver, I need a full licence holder with me, plus I had never driven an automatic before) went on test drive. 'How deeply can you fall in love with a car?'

She was such a charismatic character of a car, from the chrome eyelids on the headlights, the cute little noise the breakes make when you tap it, the sense of speed because it's so low down, the bonnet badge, the grill... just everything about the car was beautiful. SOLD We got back - "YES I'll take the car!"

'Right' I thought, 'the figaro needs a name...' I spent weeks thinking of a name 'Verity, after Verity Lambert - one of the first female producers at the BBC and producer of Doctor Who... hummm no... ah Maria after the main character in the first series of the Sarah Jane Adventures... Yes I like Maria... hummm maybe not... ah Nyssa after one of the companions of the 5th Doctor... hummm no... Maria... ah Bessie after the 3rd Doctors Yellow Roadster... hummm no you can only call a Bessie Car Bessie and a Figaro is not a yellow Roadster... Maria... Sarah Jane... no...Tegan, another of the 5th Doctors companions... no, Maria, I liike Maria, It's Maria... wait, it's modelled on a Fair-lady apparently, what about Audrey after Audrey Hepburn (also my Grandmothers name) hummmm ye- no not Audrey, what's the Character she plays in My Fair Lady again ummm - Eliza, Eliza Doolittle.... no definitely not, She is definitely being called Maria, for sure.

I gazed at the sleek Figaro bonnet Badge replica key rings for weeks, but I resisted from buying it just in case anything went wrong. But later I ordered a Top in Emerald Green with a Figaro on the front and Maria on the number plate, I also ordered an Emerald Green trucker cap with a picture of a Figaro on it and wrote 'Proud owner of Maria' and then it



“Sarah Jane finds aliens and helps them when they’re in need or stops them from invading earth with the help of her friend Maria and the creation of the alien Bane invading earth, who she later adopts as her son and names Luke. She gets from place to place in her very sleek, very shiny, very very beautiful Emerald Green Nissan Figaro.”

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was decided that I was going to pick up my Car, Maria on Thursday the 9th of April.

My top arrived minutes before I went to pick up the car, my beautiful car.

We went round to our friends and sorted out the paperwork and other formalities and then they reminded us how everything worked, the buttons to the roof boot, how to take the roof down and so on.

"I tied on the L plates" and Daddy put her on the road for me. He then jumped in the passenger side and I got in the drivers side, adjusted the mirrors, with a little help from Dad, and had a whizz around the block, came back said "Thanks" and "Ta ta" to our friends and drove off. "Do you want to go and get some petrol?" asked Dad. "Oh yes can we, I've never driven in a petrol station before!" so we went and got some petrol, then Dad said "Do you want to try and get a key cut because this ones rusty." "Yes OK then" we tried but the first place where dad wanted to go was closed, the second placed didn't cut Keys but suggested somewhere that did. We went there and he tried to cut the key but it was in too bad a condition that he couldn't but suggested contacting the seller and getting a key cut off records. "I think you can do that online Dad, I'm sure I've seen it, I'll have a look when we get home" I said as we drove home. "I like this car, it makes

me feel like a better driver" I also said, "Why? - because you don't have to concentrate on changing gears?" Dad asked. I grinned "Yeah, and I don't have a clutch"

"Right picture time, can you go and Grab my camera Dad?" Snap Snap Snap Snap Snap

At home Dad looked though all the paperwork. Mum called up to me "We've made a mistake!" She said "it's not Green, according to the paperwork it's Baby Blue!" - what the paperwork means it was Aqua Blue, the colour representing summer. 'Well I like blue, it's one of my favourite colours... But now my t-shirt and cap doesn't match, great! Oh Well'

Friday the 10th - order some keys!!! Order a cover!!! Order a manual!!! Dad also taught me how to check the oil and water and we had our neighbour round having a good look and chat about Maria and showing his wife my car.

I am so pleased with Maria, despite the misunderstanding with the colour. She is Beautiful. A forever Car. And Mine. I can't stop looking out the window at her on our drive, or taking photographs of her.



Despite the colour mix-up Rachel is very happy with 'Maria'

FROM SHEFFIELD TO ÎLE-DE-RÉ IN A FIGARO

With a french map to hand Members Zoe & Steve Marciniak (plus son Feliks) set off on 1200 mile adventure to relish the slower pace of life on offer.

Another grey February morning finds the Fig is sat outside on the drive looking forlorn. Wouldn't it be nice if we could use it for what it was intended and actually spend some time riding around with the roof down in sunshine.

Before the day was out and common sense kicked in we had booked the Fig onto a ferry from Portsmouth to St Malo with the Île de Ré as our final destination. Around about that point reality set in. Firstly, we live in Sheffield and the total journey via friends in the Loire valley was 1200 miles. Secondly, there are three of us, well two and a half and not really much room in a Fig for luggage and a child and finally but most importantly, the longest journey it had done whilst we had it was 50 miles.

Sorting out a trip of this sort was surprisingly straightforward. Booking the ferry was quick and as the half term falls outside of French school holidays accommodation was easy on the notoriously difficult Île de Ré. We opted to look for places with private parking to avoid leaving the Fig on public roads overnight.

A quick call to Classic Line confirmed that we had European Insurance cover and European breakdown on our policy as standard. The worry that the car would break down was on our mind, but the car had always been reliable and our gut instinct was that the car would be fine. However, we decided to take on a service from Pete at South Yorkshire Figaros before leaving. Plus, if all else fails, an ability to speak French would ensure we got home.

We decided to split the trip up into 3 hour segments to avoid long periods of driving and give our son the opportunity to run around a little also.

Mega excited Feliks in the back





St Albans Abbey makes for a wonderful backdrop

"Before the day was out and common sense kicked in we had booked the Fig onto a ferry from Portsmouth to St Malo with the Île de Ré as our final destination"



Parked up at Le Bois Plage en Ré



Stage One - Sheffield to St Albans

Very smooth and surprisingly little petrol used. Daily riding around town had given us the feeling that the little Fig was surprisingly thirsty, however on the open road it seemed to be sipping petrol. Less than half a tank got us to St. Albans. After a night with family and a photo opportunity by the Abbey we headed along the M25 (with the top down) to Brooklands. Brooklands was the first true motor racing circuit in the UK with its banked track and it is now a classic car and plane museum. Interestingly, the Fig was treated as a classic and we were guided into the classic car compound. Here it received considerably less interest than the Lagonda alongside but more than the Austin Princess. Not sure what to make of this. Brooklands is certainly worth a few hours of anyone's time if in the area.

Stage Two - The Crossing

On to Portsmouth and the ferry. A fairly uneventful crossing and then the open roads of France. The first thing to note is the roads really are quieter and of a better standard than the UK. The second is the

lack of traffic in front of us. A quick look in the mirror told us why (our "pootling" speed had garnered a little queue). What we also noticed was the attention that the Fig gets. Wherever we went we got admiring glances and the conversation flowed. There really aren't that many Figs there and we had people coming over to look and chat constantly and this included people slowing down for a closer look on the roads. The general assumption was that the Fig was a French car from the 50's and I guess the presumption was that only the French have that level of style.

First stop was the seaside town of Pornic. This is a small Breton harbour town famed for Moules et Frites, Cider and Breton cider bowls. Pornic is half way to the Île de Ré but actually quite a detour from the main roads. It makes a pleasant stop en route the South especially with the top down. The Fig was eating up the miles, no overheating in the sun and much less fuel than expected consumed. Onwards now to the Île de Ré. A further 3 hours and we were on the bridge from La Rochelle across to the island. The island really is a stunning place. Archaic French planning laws mean that the Île forbids any high rise or overly commercial development. The result is

a wonderful place with whitewashed houses, miles of startling white sandy beaches and maze of tiny windy roads made for an open top Fig. Everywhere we stopped we were greeted with questions about the car and quite a few comments about the bravery of travelling that far in such an old car. Driving with the top down was the reason for coming here and we made the most of the lovely weather.

Stage three - Northern France

A trip up the Loire valley to the picturesque medieval town of Château Gontier. An altogether different environment for the Fig. The Northern part of the Loire is an area called Mayenne and although not quite as illustrious as its southern neighbour is beautifully green with winding, meandering rivers, orchards and a pace of life miles away from England. We were now well over half way through the journey and the Fig wasn't missing a beat. Oil and water levels were unchanged and it

was coping well with the long distances. Why had we waited this long to do this in the Fig?

After a short break with friends an uneventful journey back to St Malo followed. Leaving the ferry at Portsmouth we were left with the single longest journey, a four hour run back to Sheffield which we just managed on a single tank of fuel, arriving with just vapour in the tank. A melancholy soundtrack was needed for the return journey and with the North of England ahead and the sun setting, it had to be Elbow.

Conclusions

Fig ran perfectly, not a beat missed, weather excellent, top down all the way, three happy campers and plans being made for next year.





The pretty coastal harbour town of Pornic in South-Eastern Brittany

MEMBER PROFILE

Member Shelley Heighton-Towers talks to *Figgyworld* about 'Monty' which took 12 months to find, but is now the love of her life.

My background - I bought my first Figaro in 2010 for a milestone birthday. One of the highlights then was being involved in a 4 car Leicestershire wedding convoy for the bride and bridal party followed by a red double decker bus full of family and friends, which was fabulous. I also attended the Figgy meeting at Gaydon, which was a great day out. Sadly, soon after I had to sell it and have regretted it ever since. So in 2014 I decided I would find another car - same colour (green) and make some new friends by re-joining the Figaro Owners Club and having fun joining in all the events which you arrange. After looking for more than 12 months I have finally taken delivery of 'Monty'. My original car 'Lil Poppet' was sold to a family in Nottingham - I wonder where she is now?

5 years on, I still live in Oadby, Leicestershire and work part-time for the NHS. I'm a big crafter, love gardening, eating out, musical theater, etc and I would love to meet up with other local Figgy owners who would like to get together occasionally to share the fun of these gorgeous little cars.

CONTACT DETAILS

My daughter and I also have a wedding business so maybe with the help of other Figgy owners we could recreate that wedding convoy again. If people wish to contact me they can either call me on 07986 938157 or email shelley.ht@hotmail.co.uk. Website www.two-together.co.uk



Shelley in 'Monty' which is available for hire



4 Figaro Wedding Convoy for the Bride and Bridal Party



"I decided I would find another car - same colour (green) and make some new friends by re-joining the Figaro Owners Club and having fun joining in all the events which you arrange."

FIGARO TEAM HOLLAND

Member Brigitte Caro provides an insight into how the Dutch club 'Figaro Team Holland' started and their latest successful event

Figaro team Holland is Tanja Hess and Brigitte Caro. I (Brigitte) was the first to buy the Figaro and drove to my friend Tanja in her, at which point she instantly fell in love! Then she asked if it was OK if she bought one too? Well my answer was obvious and Tanja got her Figaro about one month later...

Then we both got a crazy idea about organising a Figaro day. So we put a advert on the internet, wrote to some car magazines and made an appeal on the Nissan Forum. The response was amazing with about 20 replies of interested people and so a short while later an event (and later our club Figaro team Holland) was born.



"24 figaro's left for a nice convoy to our lunch location, of course you check, double check the route and look at the internet to make sure no roads are closed, but we missed a carnival in the first village!"



And so now, every first Sunday of June is our Figaro Tour Tocht-day. This year the event was on 7th June 2015 (for the 4th time) and again organised by Figaro team Holland. Our start location: Figaro cars.nl at s'Herthogenbosch (now try to pronounce that!) or even spelling it - Ed!!

Toine and his wife Franci were so kind to offer their location, hospitality and welcomed all the Figaro drivers with coffee and famous original Bosschekoek .

There were no cancellations , no one with car-trouble , the weather was great and atmosphere was perfect, everyone was excited and received a goodie bag with some refreshments, a car magazine and a beautiful cream white umbrella that www.Figaro cars.nl had specially made for this day.

And of course there was a rally to go on so we set out, with the first part being the long and now famous Figgytrain. However before starting we had a small surprise for Toine, everyone brought a picture of their car already in a frame to give to Toine as a thank you.

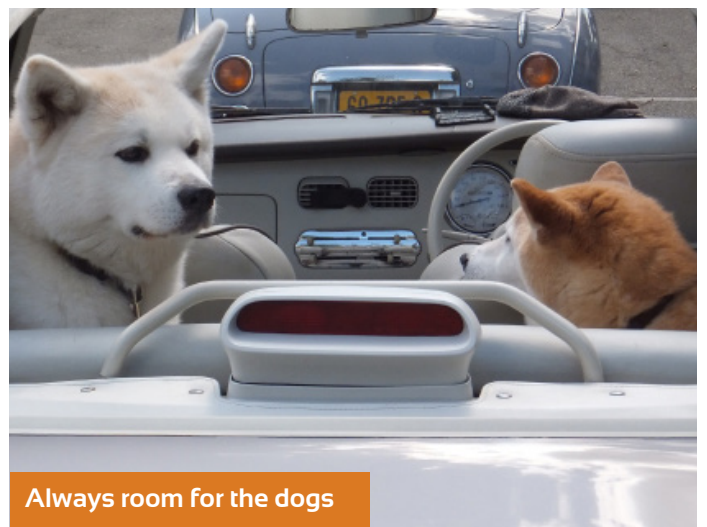
His showroom area did need some decoration, and what better deco than pictures of so many different Dutch Figaro's.

Figgytrain Convoy

24 Figaro's left for a nice convoy to our lunch location, of course you check, double check the route and look at the internet to make sure no roads are closed, but we missed a carnival in the first village! Maaskant... But thank god that Edwin kept his head cool and drove the route as if there was nothing wrong as he led us around it and nobody noticed anything wrong.



Paperwork Check Point



Always room for the dogs



Another stunning road, in the background the Zuid- Willemsvaart



Lunch stop proved a big attraction whilst parked at Vught

In a small country like Holland, you can't keep 24 cars together with a lot of traffic lights, roundabouts etc... So in the end the group arrived in 3/4 groups. Not bad at all considering.

After lunch everybody got their road books, the route was easy to follow, but we had some pictures to find and questions to be answered, so a rally with some extra's. I rushed to a place called 'Bosch en Duin', where everybody had to stop and feel a pillowcase to guess what parts of a Figaro were in it? There were 4 items and you could win extra points if you could name them all. (Nice idea - Ed)

After the last Figaro pasted our "feel post", we continued to the finish. The location was a private Peugeot Museum, with some other classic cars, bikes and mopeds. The owner Tom Korthals, a big guy with an equally big beard gave a tour to tell more about the cars and stuff he had collected overtime.

As the event came to a close we had our prizes to give away and a little Figaro soap to remember the day by. We finished with a BBQ and commenced our trip home around about 9 o'clock. A great day, full with happy faces, beautiful weather and the rally was a big success.

See You at the 25th Birthday Party!

"Next year we will be celebrating our own 5th Anniversary of the Figaro Team Holland.

And to celebrate this big occasion we will be attending your 25th Birthday Celebration Weekend next June. We will be travelling from Holland to England for not only a great weekend, but a holiday in England too"

COVER STORY A HIGHLAND FIGARO FLING!

Back in June the club descended on 'land of the brave' with 29 cars for our annual rally. Member Jane Ellison-Bates takes up the story...

After the antics of the 2014 Holland rally, which sometimes bore a striking resemblance to the Wacky Races with its bumps, breakdowns and (for some people) navigational nightmares, this year's Scotland rally ran like clockwork.

Organised by the club and masterminded by member Ken Graham, the tour was a triumph of Scottish engineering surpassed only by the magnificence of the Falkirk wheel which featured in the program of notable sites visited along the way.



“My Fig, Suzanna, was the only yellow car in the rally, which comprised 12 Lapis Grey, 5 Emerald Green, 4 Pale Aqua, one Topaz Mist and an assortment of custom colours including pearlescent orange, pink, plum and black”



Having been a little apprehensive of the distance to travel even before the rally started, I was reminded of how reliable these little cars really are. 29 cars from all over the UK and the Netherlands travelled long distance and then spent most of the next three days climbing up and down the mountains with not a hint of trouble.

My Fig, Suzanna, was the only yellow car in the rally, which comprised 12 Lapis Grey, 5 Emerald Green, 4 Pale Aqua, one Topaz Mist and an assortment of custom colours including pearlescent orange, pink, plum and black.

Sadly, the weather was not as kind as it might have been, but in typical Figaro owner spirit, we made the best of it anyway and did manage one full day of 'top down' driving facilitated by Ken organising for everyone's luggage to be transported to our second hotel, thereby leaving our boots empty to accommodate our hoods.

Vintage Day

This year's rally premiered a new feature; Vintage Day, which was suggested by Judy Darwent and enthusiastically embraced by many of us. Especially Vron Wootton, whose selection of spectacular outfits provided a daily display of classic 1950s style. Of course, my own dress was yellow; a simple 1940s summer frock with a working woman's headscarf, original shoes and handbag. My beloved navigator Mark Bamforth took a more American slant on it, in keeping with his 'wagon's roll' expression as we start up our engines; his rallying phrase that seemed to have become widely adopted by our fellow enthusiasts since Holland.

So, where did we go and what did we see? Well, firstly a bunch of us arranged to meet at Tebay services on M6 on the way up on the Monday morning. Arriving punctually, we were pleased to see our friends and Owners Club founders Kevin & Sue Fagan and our Figgy 'besties' Ian and Lisa Martin, along with some new faces. From there we formed our own mini convoy, collecting others on the way including more old friends in the form of Belinda and James Richardson, tooting as they passed and filming us all beaming and waving.



West of Callander on the shore of Loch Lubnaig
THE CABIN car park was the ideal place to
break our journey to the Highlands



Ken & Sandra did a grand job



Dressed to impress!
Our new Vintage Day proved a big hit with the members



The spectacular Falls of Dochart made for the perfect lunch stop

Our first hotel was the Westerwood in Cumbernauld, a utilitarian new build with leisure facilities that (completely against type) Mark and I sampled on arrival. The sauna, Jacuzzi, swimming pool and gym formed a fitting venue for renewing auld acquaintances and forging new friendships. The welcome dinner was excellent and we all collected our goody bags which were filled with...Scottish goodies! Everything from Iron Bru to 'tablet' (aka fudge), shortbread and Tunnocks, and (of more interest to Mark) a miniature Glenfiddich.

Falkirk Wheel

Tuesday morning saw the start of the actual rally and the first stop was our sailing on the aforementioned Falkirk Wheel. This truly amazing feat of navigational engineering moves boats up and down 35 metres between two canals, the Forth & Clyde and The Union. These had originally been joined by a flight of 11 locks that stepped down across a distance of 1.5km, but which were dismantled in 1933, breaking the link. We enjoyed the surreal experience of rising up to float away vertically above where we had started and then back again. Not great with heights at the best of times, and seated in the front of the boat, I have to confess to feeling a little wobbly on the return trip as the boat cruised to the end of the canal with a sheer drop in front of our bows before the slow descent of the wheel to the lower level.

Returning to our cars it was not far to our next stop, a real highlight for an equestrian-lover like me; the giant horses' head sculptures The Kelpies by Andy Scott. What an amazing sight they are, capturing the beauty of the equine form on an incredible 30 metre scale. After lunch at Rouken Glen Garden Centre we continued with the theme of the day and admired another iconic piece of Scottish engineering, the Forth Bridge. We crossed the adjacent road bridge and headed on to end the afternoon jaunt at Stirling.



Queens View

Day 2 of the rally saw us travelling through the Campsie Hills, along Loch Lubnaig and onto a stunning spot, the Falls of Dochart at Killin in time for lunch. Apparently Robin Hood was filmed here (you know the bit; with Russell Crowe in the river). From there we ran alongside Loch Tay and over a single track road to Loch Tummel taking in the Queen's View. When Queen Victoria visited in 1866, she assumed that the sweeping view west along Loch Tummel was named after her – but she was wrong. 'The view is' (haha), that the aspect was really named after Queen Isabella, first wife of Robert the Bruce, more than 500 years earlier.

Arrival at our next hotel was very exciting, as our multi-coloured convoy wound its way up the sweeping drive of the magnificent Atholl Palace at Pitlochry. A few years ago Mark and I had enjoyed a visit to its basement museum (perfectly preserved servants' quarters), so we knew we were in for a treat, but it was great to see everyone else revel in the grandeur and our crazy little cars parked out front in the early evening sunshine.

With another evening 'free', we walked down to the town to eat at The Old Mill Inn, amassing a crowd on the way which made us ten for dinner.

Our third and final day saw our brave Figs climb to Glenshee, the largest ski resort in Scotland. I was mightily relieved that the 22 lifts were closed and I didn't have to cling on with my eyes closed and teeth gritted to the top of any of the surrounding summits in a swaying chairlift. They were probably closed because of the howling gale!

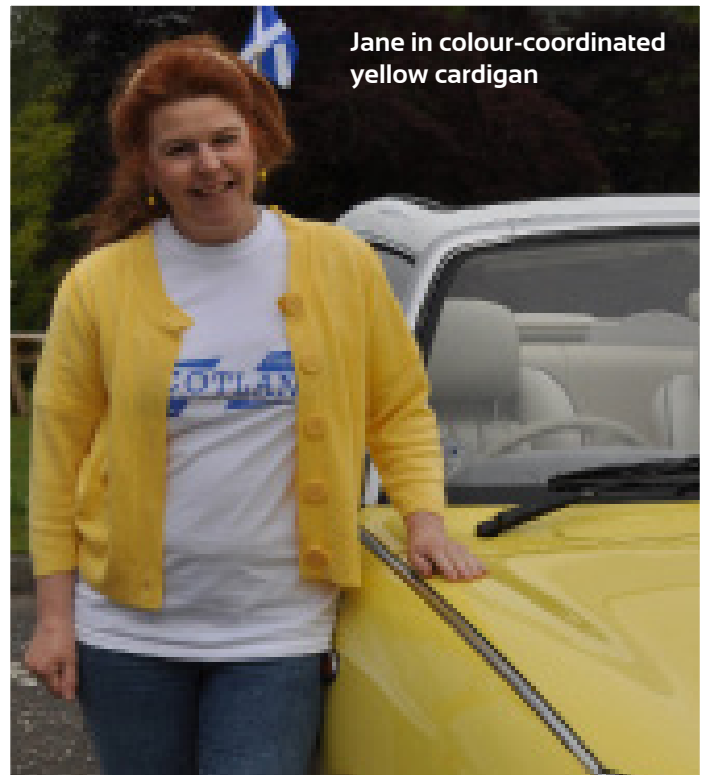
Balmoral

From there we went on to have a right Royal day, heading first to Braemar where we visited the dinky stadium which hosts the Royal Highland Games and eventually on to Balmoral. Thanks to the Queen's forthcoming visit we unfortunately had to endure several miles of road resurfacing work. The signs advising 20mph Loose Chippings were taken very seriously and our whole convoy inched its way cautiously along at a snail pace. Not far from Balmoral the road ahead was actually closed and we were forced to take a diversion via Royal Lochnager Distillery where I was very impressed by Mark's restraint. As far as I could see he didn't touch a drop!

With so much time lost we decided to forego the Balmoral Castle tour and make tracks back to the hotel. As everyone was by now free to 'do their own thing' I suggested to Mark that we took an alternative route back to avoid the lengthy loose chipping stage, however, as navigator he informed me that the only alternative he could see would essentially mean a 200 mile loop! Hmm. We went back the way we came; not that such a scenic road (the A93) was really such a hardship.

The farewell dinner and ceilidh was a wonderful evening. I love to dance and Mark joined in more enthusiastically than usual, managing amongst other dances, a St Bernard's Waltz and a very respectable stripping of the willow. Of course we couldn't resist doing a 'turn'. While busy driving, my mind had been churning over Scottish folk songs and composing alternative Figaro lyrics to fit, so I did a medley of those, and Mark followed up with a tribute to Ken followed by a variation on The Proclaimers 'I would drive 500 miles'.... You probably had to be there.

A good time had by all? Och aye!



Jane in colour-coordinated yellow cardigan



Say Cheese

Dressed in our Rally T-Shirts for our traditional group shot

MEMBERS GALLERY

See your Figaro in print!

Why not submit your pictures and get your car in print online:
www.figarownersclub.com/send-picture

Rita Wong

LOCATION
Harbour City - Hong Kong

PHOTOGRAPHER
Rita Wong



Nadine van Mierlo

LOCATION
Limbricht - Holland

PHOTOGRAPHER
Nadine van Mierlo



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FIG Number Plates from
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FIG 6778

FIG 4000

FIG 5834

FIG 19

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The Figaro and the Tornado

Picture was taken before RAF Leuchars closed and turned into an Army base where Veronica has worked as an RAF Civil Servant since 2004



Veronica Wootton

LOCATION
RAF Leuchars - Scotland.

PHOTOGRAPHER
Veronica Wootton

Last weekend 15 of our members met at the Hare and Hounds Pub for a fun day out with their cars. Organised by local member *Julie Janes* the event started with a tasty breakfast and was followed by a figgy convoy & visit to a historic airfield plus picturesque Swiss Gardens no less!

15 cars parked in a row in front of the historic hangars of the *Shuttleworth Collection* at Old Warden.



Sue and Kevin (author)



Photo-ready Julie



You've missed a bit!



The Museum is well worth a look



Our traditional 'club banner' group photo



Awesome - there's nothing quite like a Figaro Convoy!



OWNER WORKSHOP

Heater repair and restoration project

CONTRIBUTOR: SIMON SMITH (FORUM TECHNICAL GURU & GLOBAL MODERATOR)



Open-heart surgery - dash has to be removed to get access to the heater matrix.

One of our Figs had a smell of coolant coming from the vents, new instantly this wouldn't be good news! Had a look and found coolant dripping out of the heater box into the passenger foot-well.

The heater box contains a small heater matrix that connects to the engine cooling system, when the heater control is moved to the heat setting, this opens a valve which allows the hot engine coolant to flow through the matrix. When the fan blower is switched on it then forces air through the matrix which is heated up by the coolant from the hot engine and the warm air escapes out of the vents.

You can't get the original type of heater matrix unit new any more. The part number has been superseded with a bigger unit, still available from Japan, this may fit, I've not tried through but the heater unit plastic will need to be modified.

A used heater unit is around £95. Having it repaired is an option as long as the valve is OK as these are not used on any other type and were never available separately.

So to investigate why it was leaking the heater matrix needed removing, this post outlines the process of removing, restoring and refitting, this is quite a big job as the dash has to be removed to get access to it.

The first thing is to drain the coolant system using the main coolant radiator drain plug. If the plug is old it will be brittle and break off, now is the time to replace it (*Available from Nissan PN: 21480R0100 water drain cock -£3.60 and also PN:2148118000 drain washer -£0.90 both UK factory stock*).

NEXT EDITION
How to Adjust the Ignition Timing

1 - Next disconnect the heater hoses. Do this carefully so not to damage the plastic pipes as these become brittle. Also if the heater hoses are old then replace them (eBay item number: 231620251810).



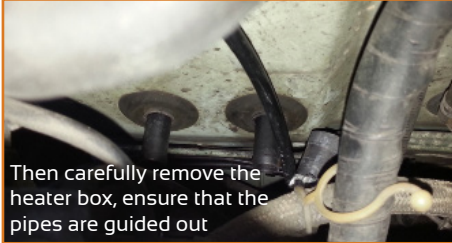
2 - Next the CD unit and dash need removing to get access to the heater unit out. This link shows how: www.figeroownersclub.com/page/products-services/restore_upgrade/dash-renovation.



3 - You then need to remove the metal frame to access the heater unit.



4 - Next remove the bolts holding the matrix in, you will also need to loosen the aircon matrix box to the left of it, do this carefully as not to damage the metal aircon pipes to it from the engine bay.



Then carefully remove the heater box, ensure that the pipes are guided out

5 - Then carefully remove the heater box, ensure that the pipes are guided out. Coolant will leak out as you move it so be careful not to tip it. Now is a good time to clean the carpet area where it has leaked.



6 - Here is the complete removed heater unit.



7 - With all the coolant drained from it the box can be split by removing all the screws around the edge.



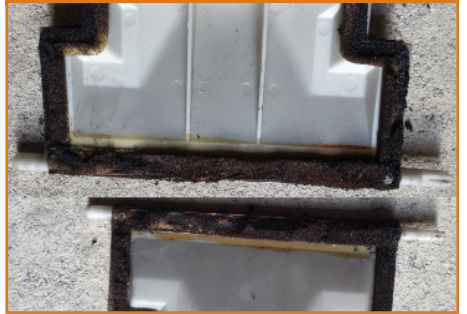
8 - Here is my damaged heater matrix, the bottom section had split.



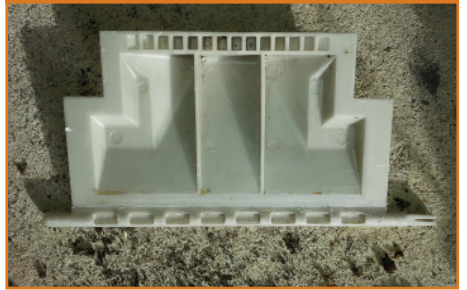
9 - The valve appeared OK so I took it to a local Radiator repairer, for £65 they removed the plastic bottom and made a new metal bottom and braised it back onto the matrix. Also when they pressure tested it there was a leak at the top which they resealed and they sprayed it black.



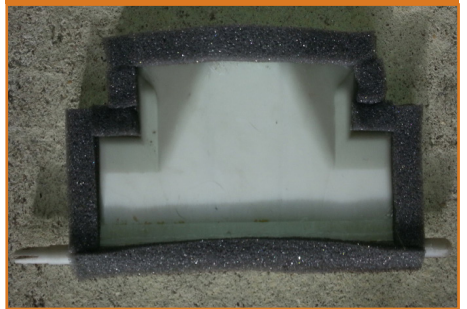
10 - So whilst apart I noticed the foam had disintegrated on all the insides and flaps, I had found previously whilst using the fan blower that bits of foam came out from the car vents occasionally, so this was the source of them. So to fix this these were carefully removed from the box.



11 - The foam was scraped off both sides.



12 - I bought replacement foam (3 meters of Medium density sealing foam strip 12.5mm (1/2") wide x 6mm thick. Ebay item number: 161436692203) and used this. This was only just enough so would recommend getting more.



13 - With all the inside parts refitted before box is reassembled.



Re-installation in reverse, again be careful with the hose pipes. Don't forget to refill the coolant system with the heater set to hot to allow it to let the air out and the coolant to flow into it and bleed out all the air as it warms up, top-up as needed.

FIGARO 25TH BIRTHDAY PARTY

Make a date in your diary - 4th & 5th June 2016

Plans to celebrate the 25th Anniversary of the Figaro in 10 months are on schedule. Last month we booked a band (for the Saturday Dinner/Dance and Sunday marquee for our fun & trade area.

The weekend will be crammed to the roof with Figaro Fun and it all kicks off on Saturday with an (OPTIONAL) GALA DINNER DANCE where you can enjoy a superb meal plus dance the night away and then stay overnight (OPTIONAL) at the 4 star luxury venue. Sunday will be the big day with the FIGARO FAIR which will have a 'family festival feel' to it so bring along the family and enjoy this truly one-off event!

Gala Dinner/Dance - Sat 4th June 2016

The restaurant is made for dining and filled with rich oak floors and panels and whimsical murals, to the classic Broadwood Bar featuring sumptuous leather armchairs! Entertainment will be provided by 'The Fiction' which are a talented and enthusiastic 4-piece function band

with a varied repertoire of fun and upbeat songs from the 50s and 60s right through to recent chart hits.

Figaro Fair - Sunday 5th June 2016

Sunday is the day of the Figaro Fair which will have a 'family festival atmosphere' to it so please bring the kids!

Attractions Include

- Figaro Car Displays
- Trade Stands
- Figaro Raffle
- Competitions
- Rally Drive Out
- Music/Face Painting/Fun Areas
- Technical Support Area Demonstrations

Lots of other activities yet to be decided will make for a truly amazing day!

REGISTER

www.figarownersclub.com/events/birthday

Where's my Figgy?



With our Display Field accommodating up to 200 Figs it may be hard to find yours!

WINNERS AREA

Winners will be invited to park their Figaro's in a special 'Winners Area' on the Abbey's Terrace for a unique Photo opportunity.

5 Awards up for grabs

- * Car of the show
- * Best Custom Colour
- * Best Classic Colour
- * Furthest Travelled
- * Cleanest Engine

WINNERS AREA

"The venue for this 'one-off party' is the fabulous Wroxall Abbey, an Award Winning Country House Hotel located in Warwickshire (almost in the middle of the UK). Dating back to the 12th Century and once the Country Seat of Sir Christopher Wren"

**"68 CARS
REGISTERED
SO FAR!"**

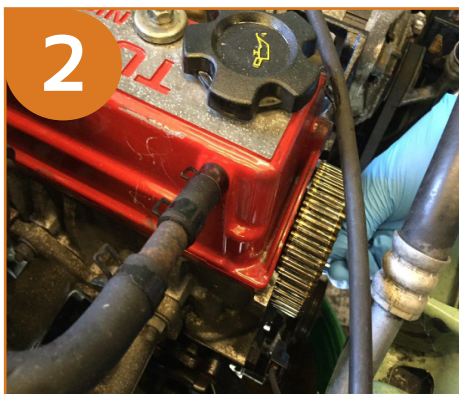
FIGARO MASTERCLASS

SO YOU LEAVE THE GARAGE, FIGGY DOESN'T DRIVE ANY BETTER, LOOK ANY BETTER, SOUND ANY BETTER, SO WHY CHANGE THE CAMBELT?

CONTRIBUTOR: **Toby Brooks** EMAIL: info@thefigaro-shop.co.uk

The cambelt or timing belt as it's also known keeps the top and bottom of the engine spinning in tandem, if they get out of sync because the belt breaks or slips then the damage can be terminal.

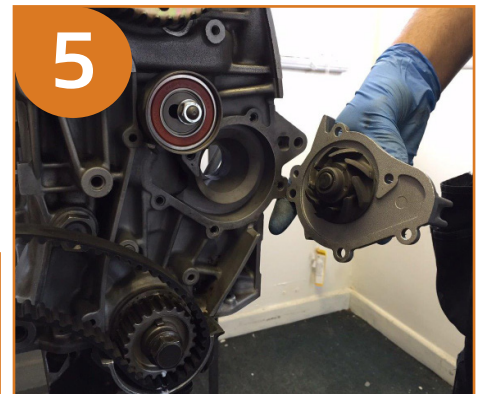
The cambelt has a life span which can be determined either by years or by miles, from whichever comes soonest. Our advice is 50,000 miles and around 4 years, this is on the cautious side but it's better safe than sorry.

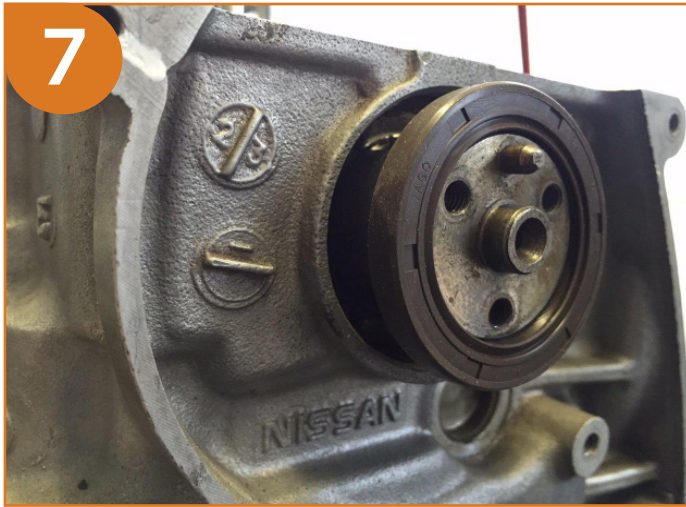


We have found that as often as the belt breaks it's the water pump, tensioner or oil seals which give up so we would always advise changing them all at the same time.

IMAGE 1 shows the parts required for this job. The overview of this process is to keep the engine in a set position and then change the belt without any rotation.

To start with access is a big problem, you will need to remove the engine mount on the OS of the car, plus the belt covers and the pulley for





7

“Our advice is 50,000 miles and around 4 years, this is on the cautious side but it’s better safe than sorry”

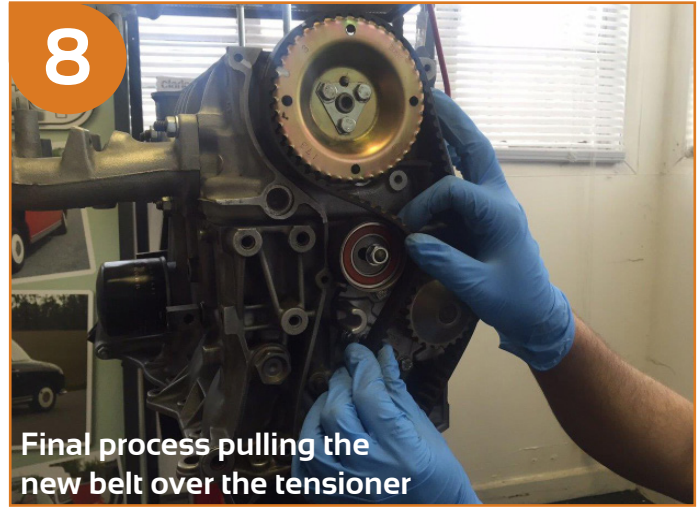
the auxiliary belts. This process is almost a class in itself so I’m going to explain it on a high level and talk in more detail about the cambelt changing itself. As a guide the removal and refitting of the auxiliary belts, cambelt cover and mount takes around 2-3 hours and is one of those fiddly jobs that you’re pleased to get to the end of. Access to the bolts which hold the engine mount don’t even allow enough room to get a normal sized socket in! You can see how limited access is even once the cover and mount are removed. I’ve used an engine on a stand **FOR MOST OF THIS ARTICLE** to make this article easier to understand see **IMAGE 2**.

So, you have removed the cover, removed the engine mount and you’re finally into the heart of the job, your engine should look like ours does in **IMAGE 3**. The most important way to start is by marking all the parts that could be reassembled out of position, we use a paint marker to do this. You can see **IMAGE 4** we have marked TDC (top dead centre) this is with the cam wheel (top pulley) is facing directly upwards and the small dot on the crank wheel (bottom pulley) facing the bottom. Once marked in their positions you can release the cambelt tensioner and then remove the belt.

Once removed it’s time to change the all important water pump and seals. The water pump is held on by 10mm head bolts which screw into the engine block (one will already be missing as it helps holds the cover in place).

Once removed, (and you may have to tap the pump to dislodge it) you can clean up the engine surface to create a good seal with the new pump. This is fiddly but take your time as if it leaks when you run the car it’s back to square one! We always use a bit of gasket sealer to assist. Once the bolts are tight don’t loosen them again. You can see the pump next to the cleaned and prepared engine block in **IMAGE 5**.

Following this it’s the two seals, cam and crank shaft. The crank wheel will gently prise/tap off, be sure not to lose the small keyway which locates it, it’s a tiny half moon shape piece of steel that locks the wheel so it moves in time with the shaft. The cam wheel on the other hand is bolted down, three small 10mm headed bolts and a triangle shaped washer hold the wheel down. With the wheels out the way you can see the seals.



8

Final process pulling the new belt over the tensioner

There are a number of ways to remove the seals, either a small screwdriver, a pick or hook will help. We use a hook as you can see in **IMAGE 6**. Either way these are a pain to remove but be sure not to mar the shaft, this can also cause the new seal to leak and the shaft to tear the seal apart. Once you have the old seal out the new one needs to be pushed back in, it’s a tight fit and the seal must go in perfectly straight to avoid it coming back out later once the engine is rotating. In **IMAGE 7** you can see the new seal going into place.

Once the wheels/pulleys are back on and the water pump is in place it’s time to fit the new belt. Ensure the writing on the belt is facing you and reads right to left. Make sure you fit the new tensioner before you start pulling the belt back on, pinch the 12mm securing nut with the tensioner slightly pulled back. We install the ‘tensioner helper’ spring at the very end as it tends to jump off but you can put it on whilst fitting the belt. Although the spring is there to hold the tensioner tight it’s really the nut which secures it, the spring is more of a back up in our opinion. In **IMAGE 8** we are just pulling the new belt over the tensioner.

Making sure to keep your reference marks aligned pull the belt over the two pulleys and around the tensioner, once it sits in the centre of the tread you can load up the tensioner. Once you have loaded and then tightened the tensioner you must then check your marks again. It will probably take a few attempts to get this right. The tension of the finished fitted belt should be so that it will twist or swivel to around 45 degrees with a little pressure, test this using your fingers. Once you are happy everything lines up rotate the engine 4 times by hand, clockwise. We fit the bottom pulley and rotate using the bolt. If the marks line up and there is no resistance or obstruction during the rotation then you have succeeded.

Once the brackets, covers and mounts have been re assembled the car should start and run exactly as it did before changing the belt. I’m more than happy to answer any questions or advise anyone on this job.

Please be aware that this article is based on our experiences and we cannot be in anyway responsible if you try this job and have problems or cause damage to your car, it’s a very tricky process and you need to bear this in mind.

NEXT EDITION
Fitting new brake shoes



"If you have a 'Transducer' fitted, it could have been fitted 11 months into an MOT period, in which case the recorded mileage will be different – a mixture of kilometres and miles"

ODD-OMETER WHAT'S YOUR MILEAGE?

JOHN COOPER: This month John talks about a rather concerning issue regarding establishing 'True Mileage' of your Figaro.

The subject of the true recorded mileage keeps cropping up. Quite a lot of Figaro's have been converted so that they record both speed and distance in miles.

If your Figaro has an 'MPH' sticker on the speedo, it has been converted. If it has a full stuck on dial, the speed you see is MPH, but the distance on the odometer is Kms.

My Figaro has been converted. This is done by fitting a gearing device called a transducer. This works just like a bicycle gearing system and makes the Kms show in miles using the current layout on the speedo face. The only change to the speedo is to cover up the KMH with a sticker reading MPH.

When I bought my car, the previous owner said he didn't know when it was converted so could not guarantee the mileage as being accurate. According to Toby Brooks from The Figaro Shop, the transducer could have been used without any sticker or paperwork (when the odometer is almost impossible to work out). It can be used as follows:

- With a sticker but not have the odometer reset to the correct miles, meaning you have that inconsistency and it is very hard to trace the miles.

Transducer converts KMH TO MPH



- At the same time as having the transducer fitted, have the odometer set to the correct mileage so that going forward everything is in miles, this is the clearest way but involves adjusting the clock.
- With a document drawn up to demonstrate the sum required to work out the mileage when required. Accurate as long as the paperwork is kept safe.

But you can check the mileage by looking at the MOT record of your Figaro at www.gov.uk/check-mot-history-vehicle.

The MOT is only recorded in miles, and it will even tell you when that very first MOT was.



When I had the gearbox replaced a couple of years ago, I had to go back to the garage, as I was, according to my speedo, doing over 100 MPH on the dual carriageway. The mechanic had forgot to connect the transducer. It took all of five minutes to rectify.

Conversion sticker is placed within the speedo and shows MPH but the odometer remains in Kilometres!

In that short trip, the car recorded kilometres because I checked it against the satnav, along with the actual speed.

But if you have a transducer fitted, it could have been fitted 11 months into an MOT period, in which case the recorded mileage will be different – a mixture of kilometres and miles. As mentioned in the August newsletter, we will be investigating this further, and once we have clear information, we will add it to the website.

So for now, if you are selling your Figaro and you are unsure what your correct mileage is, because you have a transducer fitted, go with what the odometer reads. At least that way you won't be underestimating the mileage and potentially misleading the buyer.

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When insuring your Figaro we highly recommend an 'Agreed Price' at commencement of your policy as this will provide a 'no questions asked payment'. As the Official Nissan Figaro Owners Club we are authorised by Insurance Companies to provide Insurance Valuations on the Nissan Figaro. We can now provide on-line valuations for only £15 for our members (normally £25). Order your Certificate today. www.figarownersclub.com/page/products-services/services/car-insurance-valuations/

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You may not know this but the original Figaro Mud flaps are no longer available so we have been working with a specialist company to recreate them. Well the great news is they add a final

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The club is delighted to offer 45% Discount off at enrolment plus an ongoing 10% discount at renewal. t: 0800 048 0075 www.figarownersclub.com/page/products-services/services/save-45-on-aa-breakdown/
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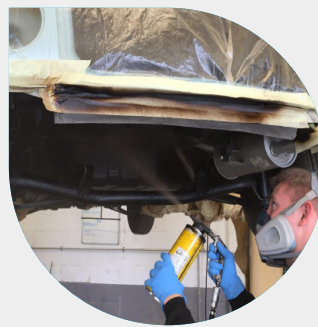


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Save 22% On Rust Protection

If you drive your Figaro all-year-round we highly recommend you



get it treated with Waxoyl or an equivalent product. The original design of the car with its deep cavities is an ideal breeding ground for rust especially in areas along the under door seals. In cold conditions salt is applied on roads which ends up deep inside the cars body. Waxoyl which is a flexible weatherproof skin helps prevent corrosion. www.figarownersclub.com/page/products-services/services/rust-protection/
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This Service kit is provided by Autolink UK and is an ideal solution if you are planning on going on a long trip and contains Oil, Air & Fuel Filters and Spark Plugs.

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Save 15% on Seat Care

One of the main appeals of the Figaro is the superb leather seats. To keep these in tip-top condition the club works with the Leather Repair Company who produce a range of quality leather care, repair & restoration products. www.figarownersclub.com/page/products-services/restoration/upgrade/seat-restoration-products/
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INSURANCE
ClassicLine Insurance Services
138 Castle Street, Hinckley, Leicester, LE10 1DD.
t: 01455 639 000
e: info@classiclineinsurance.co.uk
w: www.classiclineinsurance.co.uk

LEATHER TREATMENT (SEATS)

Leather Repair Company
Unit 16, Argyle Street Factory
Estate, Hull, East Yorkshire,
HU3 1HD.
t: 01482 976803
e: richard@leatherrepaircompany.com
w: www.leatherrepaircompany.com

LUGGAGE

Hillsalve Bespoke luggage
Hill View, Coppice Lane,
Middleton, Warks, B78 2BT

t: 0121 308 3172
e: heather@hillsalve.co.uk
w: www.hillsalve.co.uk

MUD FLAPS

Performance Creations
Unit K, Swan Centre, 4 Higher
Swan Lane, Bolton, Lancashire
BL3 3AQ.
t: 01204 659 594
e: performancecreations@btinternet.com
w: www.performancecreations.co.uk

NUMBER PLATES

Personalised Figaro Plates
Speedy Registrations
Millwood, Lisbellaw, County
Fermanagh, BT94 5HQ
t: 02866 387124
e: sales@speedyreg.co.uk
w: www.speedyreg.co.uk

ROOF REPLACEMENT

European Trimming Company
7 Amy Road, Oxted, Surrey,
RH8 0PX.

t: 01883 718530
e: info@europeantrimming.co.uk
w: www.europeantrimming.co.uk

WINDSCREENS

National Windscreens
Silica House, Galena Close,
Tamworth, Staffordshire, B77
4AS.
t: 01827 338 969
w: www.nationalwindscreens.co.uk

Additional Club Services



NISSAN FIGARO BUYERS GUIDE

Priced at just £6 and published by us this Online (PDF) Guide will be emailed to you within minutes and is a comprehensive guide to buying a Nissan Figaro.

"Highly recommended to anyone buying the car!"

Web: www.nissanfigarobuyersguide.com



INSURANCE VALUATION

To guarantee that your Figaro is properly insured it is important to get it valued. This will not only ensure that you are completely covered should the worst happen

"This certificate could save you loads of money"

Web: www.figarownersclub.com/page/products-services/services/car-insurance-valuations/

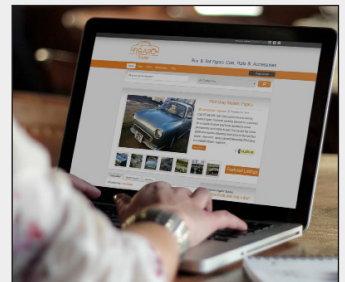


FIGARO MERCHANDISE

Looking for the latest Nissan Figaro Apparel & Accessories? Choose from a wide variety of our official Nissan Figaro clothing for both Men, Women, Children and Pets!

"All products are in stock and delivered within a days"

Web: www.cafepress.com/thefigarostore



BUY & SELL YOUR FIGARO

Figaro Trader allows private & trade users to advertise Nissan Figaro Cars, Parts & Accessories. The site is heavily promoted on many search engines

"The site is owned and run by The Figaro Owners Club"

Web: www.figarotrader.co.uk



Auto Jap Spares - Your specialist Nissan Figaro Parts Supplier
Tel: 024 7647 4848 Email: sales@autojapspares.co.uk Web: www.autojapspares.co.uk

EVENTS CALENDAR

BOOK ONLINE at www.figarownersclub.com/page/events

SEPTEMBER 6th 2015

Historic Vehicle Rally 2015

Join our Nissan Figaro Car Section and 100's of beautiful Classic Vehicles on the 6th September at the stunning Wentworth Woodhouse.



The Figaro Owners Club (FigFest North) Display Stand will be sharing these stunning grounds with a Fun Fair and Children's Activities, Arena for Vehicle Interviews plus Entertainment and Refreshments available. Visitors to the Historic Vehicle Rally will be entitled to Special Event Half Price Wentworth Woodhouse Tours.
ENTRY COST: £5

SEPTEMBER 6th 2015

Tetbury Classic Car Show 2015

We have a few members attending this event so why not pop along with your Figaro and join them on the 6th September! The 2014 Tetbury Classic Car Show was very successful indeed, raising a net profit of much more than £5,000 in proceeds..
ENTRY COST: £FREE

SEPTEMBER 20th 2015

Surrey Classic Vehicle Gathering

Fancy a fantastic day out with other Figaro owners and classic car enthusiasts? This event is great and there's loads to do for children & all the family. Bring your own picnic, or visit the Café.
ENTRY COST: FREE

NOVEMBER 13th - 15th 2015

Classic Motor Show 2015

Join us at the Lancaster Insurance Classic Motor Show

The UK's Biggest & Best Classic Motor Show 13/14/15 November 2015 at The NEC, Birmingham

ENTRY COST: Members can enjoy club discounts by using the following codes...

**SINGLE TICKET CSCMS15 £20
FAMILY TICKET CFCMS15 £36.50**

2016 EVENTS

APRIL 9th 2016

Ace Cafe London Gathering 2016

Parking is limited so complete our registration form below to reserve your place

Our first event of the year kicks off at the superb Ace Cafe London. In 2015 we had over 72 cars attend. If you've never been before it's well worth the drive
ENTRY COST: FREE

featured event



JUNE 4TH - 5TH WROXALL ABBEY, WARWICKSHIRE, UK.

Figaro 25th Anniversary Big Party Weekend 2016

This one-off event will have a 'family festival atmosphere' so bring the kids! Attractions will include but not be limited too... Figaro Car Displays, Trade Stand, Raffle, Competitions, Rally Drive Out, Music/Face Painting/Fun Areas, Technical Support Area, Demonstrations/Live Workshops, Lots of other activities yet to be decided!

PRICE: £25 PER CAR (SUNDAY 5TH) + OPTIONAL £35 DINNER/ DANCE & £85/£95 ACCOMMODATION (SATURDAY 5TH)

JUNE 4th & 5th 2016

25th Anniversary (Big Party) Weekend 2016

All our members are invited to join our 'BIG PARTY WEEKEND' at the stunning Wroxall Abbey near Birmingham to celebrate the cars 25th Anniversary. See featured event.

SEPTEMBER 5th - 9th 2016

Belgium Figaro Rally 2016

The club is off to explore Belgium next year and invite you to join us. To create the rally we will be partnering with 'Scenic & Continental Car Tours' who have

extensive experience in this area (specifically Dinant) which will be our base for the week.

Prices from just £90!

**Option 1 – Rally Pack/Hotel/ Dinners/Ferry
£365.00 PP**

**Option 2 – Rally Pack/Hotel/ Dinners
£340.00 PP**

**Option 3 – Rally Pack/Dinners
£90.00 PP + Dinner Options**

**Option 4 – Rally Pack Only
£90.00 PP**

In December we will be adding all the 2016 Events once we know the dates!

ANNIVERSARY FIGARO WATCH

Imagine sitting behind the wheel of your beloved Figaro- wearing a timepiece that harmonizes with the unique styling and tells everyone you are the proud owner!

Inspired by the Nissan Figaro, this 25th Anniversary Timedrivers watch is a faithful interpretation of this iconic automobile's gauges.

There will only be 300 produced and each watch is engraved with a production number- just like the original. Timedrivers interpretation rendered as a watch features a gently crowned 38 mm bezel machined from billet stainless steel (waterproof to 30 meters), polished to a high luster, a scratch resistant curved mineral glass crystal, a polished and 3 dimensional Figaro logo

on a off white dial face printed with dark plum numerals in the distinctive Figaro font and a highly polished logo shaped crown. The 25 year anniversary logo with fuscia coloured accent is displayed on the dial.

The shock resistant Miyota battery operated quartz movement from Citizen Watch Company provides precise and reliable time. The Figaro watch comes standard with a medium grain Bone White leather strap with polished stainless steel buckle.



FIGARO FLEUR DE LYS BONNET EMBLEM



AVAILABLE IN ALL 4 FIGARO COLOURS*



ATTENTION TO DETAIL IS EXCEPTIONAL



Price £99 + Postage

Buy Now at www.figarownersclub.com/page/products-services/accessories/figaro-watch/

* Optional straps mimic the four exterior colours of the Figaro - Topaz Mist, Emerald Green, Lapis Grey and Aqua Blue.

Please note the images are artists illustrations and may not depict final colour, material and finish. Details, colours, materials and features are subject to change.

IN MEMORY OF **SUE HALES**



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