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APRIL  
2016



*Photo: Courtesy Kim Leuenberg*

[www.fiat500enthusiasts.co.uk](http://www.fiat500enthusiasts.co.uk)

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## ADVENTURES WITH SMALL CARS



*A member drew my attention to a BBC web article featuring photographs of model 500s . I was intrigued and contacted the artist who very kindly sent me some pictures of her creations.*



Kim Leuenberger is 24 years old and was born in Switzerland . She is a student at the Photography at University of the Arts London.

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It was shortly after being given a Nikon d3100 for her nineteenth birthday that she began taking photos of toy cars.

Kim posted these on Instagram as part of a project to raise awareness of Autism . The response was such that Kim decided to purchase more cars and photograph them in a variety of situations, and because of Kim's love of travel, a variety of countries.

It was while she was travelling and photographing in Europe that she hit upon



the name for the project 'Travelling Cars'. All the pictures reproduced here are from that series

Kim uses a variety of cameras for her work, including an old Canon A1 given to her by her grandfather.



Kim enjoys the creativity and fun side of photography, music is one of her main inspirations and some of her work is named after her favourite musicians.

If you would like to see more of Kim's work, why not take a look at the her website

[www.kimleuenberger.com](http://www.kimleuenberger.com)

Or on Instagram (@kim.ou)



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## NEWS FROM THE FBHVC

### **Roadworthiness Testing Directive**

The next month or so should see the issue of a DfT Consultation which will cover various options to amend eligibility for and the process of the MoT to enable the UK to meet the requirements of the EU Roadworthiness Directive. We already know that the actual changes to the MoT are likely to be minimal but that the range of possible exemptions and definitions might be quite wide. Immediately the Consultation is issued we will commence consideration of what the Federation response should be.

We will try to consult member clubs as widely as the response time permits, as we know there is quite a wide variation of views among members as to whether and how far historic vehicles ought to be exempted.

The Federation view is obviously going to be dependent upon the extent of changes to the MoT. Our basic principle will continue to be that no historic vehicle, which is roadworthy in the terms of the standards at the time it was manufactured, should be banned from use on the road by reason of a test which it cannot pass.

### **Insurance Values and Write-Offs**

I reminded you last time of the possibility of problems with damaged vehicles if the insurance Salvage Code of Practice is unsympathetically applied. The problem is that the existing Code relates decisions on writing-off very closely to the ratio of the cost of repair and the market value. That approach might not be applicable to historic vehicles, especially of the smaller varieties.

A new Code of Practice is in the course of being drafted and the Federation has been invited, through the good offices of the DfT, to participate in a review of the most recent draft. We expect that activity to occur during the next few weeks. Our aim will be to ensure that the interests of historic vehicles are properly considered.

Meanwhile, there is a live issue people should be aware of. There is a presumption that a vehicle which is inundated in a flood must be written off. While this probably makes complete sense for a contemporary vehicle stuffed full of electronics, it is questionable in the case of older vehicles, which may be little affected. We have received warnings that this may have become a live issue after the Cumbrian floods and we will be monitoring the situation.

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### Vehicle Enquiry System


In the last Newsletter I offered advice as to a possible solution to the long-running saga of incorrect makes which DVLA has been reluctant to amend. This is of course more important than it used to be, as 'Make' is one of the mandatory search terms for accessing the VES.

I suggested that, as DVLA were insistent that there must be 'vehicle specific' evidence to get an entry corrected, people with the problem try using something like the advised paperwork to get their Make details corrected. I have also spoken to one member club, who I know have a large number of such errors, and they are going to try it. They will feed their experience back to me.

If anyone else follows this process and it still results in a refusal, please let me or the secretary know. As I said before I would also really like to know of successes, so I can feed back our thanks to DVLA if this long-standing sore point is at last fixed.

*Excerpt from NEWSLETTER  
No 1, 2016  
Courtesy of FBHVC*

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## **'TECH TORQUE'**

*Please note that the Fiat 500 Enthusiasts Club advise caution if following any advice given on these pages as the club can accept no responsibility.*

### **FIAT 500 POWER UNITS**

As mentioned in my previous articles, I have a rebuilt engine awaiting to be tried out in my car, but everything is in storage whilst we move up to Sheffield. We should be there by the end of August, but I doubt that swapping engines in the Fiat 500 will be my first job! In the meantime, I thought I'd contemplate engines that have been fitted to Fiat 500 type cars.

The Fiat 500 has possibly had more engine types fitted than most other cars. Obviously, the main power unit is the vertical twin cylinder air-cooled unit, of various capacities from 479 to 595cc. Then there were the Abarth developments, including the 695cc, which used a single casting for the two cylinders, rather than two separate cylinders. This helped to strengthen the engine structure.

The simplest way of giving the Fiat 500 modern-ish performance is to fit the Fiat 126 650cc engine and synchromesh gearbox. This retains original appearance, and is an easy fit, and gives other benefits, such as an alternator to help with keeping the battery charged up.

#### **Fiat 500 Estate engine & Fiat 126 BIS Hatchback**

As well as the vertical engines in the saloons, there were the horizontal engines in the estate car and the BIS hatchback. Although of similar layouts, the estate engine is air-cooled, whilst the BIS is water cooled. The water cooled BIS engine was also used in European versions of the Cinquecento, although at the front of the car. I bought a brand new BIS when they first came out, and it was a great little car. The engine was quieter, faster and more economical than its air-cooled predecessor, although I did have to get both the head and the block skimmed to stop head gasket failures. After that, it worked fine.

#### **Steyr Puch 'boxer' engine and transmission**

The Austrian company Steyr Puch made a version of the Fiat 500 under licence, and they installed their own engines and gearboxes into the car. This was an air-cooled twin cylinder engine, but of 'boxer' configuration (one cylinder sticking out horizontally each side of the crankcase). Initially of 500cc,

later on there was a 700cc version. These engines were also used in other applications, such as the Haflinger 4x4 military type vehicle, and in the AC three wheeler invalid carriages. These were very nice engines, with a belt drive to an axial cooling fan above the engine, which also drove the combined starter motor and generator unit (dynastart unit). The engine looked a little like a Porsche 911 from under the bonnet! I can remember seeing these vehicles competing in the UK's RAC rally in the 1960's. (from my pram, of course!)

#### **BMW 700 'boxer' engine and transmission**

Of a similar era is the BMW 700 car, which had a rear engine of 700cc, with a horizontal air-cooled boxer layout, similar to the Steyr Puch. It differed in as much as the fan and dynastart unit were mounted directly onto the crankshaft. They were made as both a single carb 30HP unit and a twin carb 40HP unit. I had one of the latter vehicles, and it went very well. I mention all this as I know at least one person installed one of these power units into a Fiat 500. It used the BMW transmission, which was an all synchro four speed unit. I seem to remember a national magazine article on it.

We mustn't forget the air-cooled VW Beetle engines. Two of the cylinders and cylinder head can be grafted on to the Fiat 500 engine, to increase its capacity, or the full four cylinder engine installed, although I guess it would protrude a bit from the rear of the car.

#### **VW Beetle four cylinder engine**

I've also heard that vertical in-line four cylinder water cooled engines have been fitted, such as the Fiat 600 / 850 / 903 type engines, as there are adaptor plates available to connect them up to the Fiat 500 transmission.

#### **Not forgetting..**

Also, there are the "motorbike engine" conversions, such as Colin Smith's incredibly quick car, which I have been privileged to experience. This uses the complete motorbike engine and gearbox, with a dedicated final drive that also provides a reverse gear.

Finally, there are electric powered Fiat 500's, as seen on You Tube in America. Fiat themselves made some electric powered Cinquecento's, the American electric Fiat 500's look very professional and seem to perform very well, no doubt aided by the light weight of the Fiat 500, which will help both performance and range.

So, as you can see, the Fiat 500 can be had in a wide range of flavours!

**Tony Spillane**

*For copyright reasons it has not been possible to reproduce diagrams of the various engines listed, however you can google images or follow these links to observe the 500 Estate and 126 Hatchback engines.*

**Fiat 500 Estate**

[http://www.500forum.it/index.php?ind=gallery&op=foto\\_show&ida=1108](http://www.500forum.it/index.php?ind=gallery&op=foto_show&ida=1108)

**Fiat 126 BIS Hatchback**

<http://www.fiat126historia.estranky.sk/img/picture/125/bis-10-58.gif>

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### **LOSS OF PRESSURE WHEN ENGINE HOT**

Whenever I visit my elderly mother, down in sunny Somerset, I always arrange to go over and spend a day with a colleague who has many years of experience of working on 500s. As well as a large collection of parts, both new and second-hand, he also has a vast experience of tuning the 500/126 range of engines

One of the subjects that we discussed, at some length, was concerning the number of comments on the 'Classic Fiat 500 Forum' regarding the inability of some engines to retain adequate oil pressure when the engine attained running temperature.

The engines in question were always ones that had been enlarged/rebuilt/tuned. My colleague pointed out to me the surprising number of subtle variations in timing-chain cover design during the life of the 500/126 engine.

One of the differences pointed out to me was the difference in height between the 500 oil-pump and the 126 oil-pump, the 126 pump (which I am led to believe gives more oil pressure) is deeper. The upshot of all this deliberation (and coffee 'n biccy consumption) was that one must NOT mix-and-match oil pumps/timing-chain covers - you MUST replace like for like.

There is a possibility that, if a 126 oil pump is fitted into a 500 timing-chain cover, as the engine warms up and everything expands slightly, that the pressure relief valve (which is built into the pump) is, due to the slight extra depth of the 126 pump, being lifted off its seat, thus 'relieving' the oil pressure and causing it to decrease. Food for thought and deliberation!

Just to prove that I am, in Jenny's words, your roving reporter, the basis of this article was written somewhere in the middle of the Atlantic during my 'on watch' stint on the 'Morning watch' - which is between 4 and 8am!

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**Topo Peloso**



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## RACE RETRO 2016

One of the more pleasant things that have happened to me in my life was being introduced to, and getting to know Tony Castle-Millar of Middle Barton Garage. I was invited to Middle Barton Garage's 21<sup>st</sup> birthday party, and as a result of a conversation with Anton, the workshop foreman, I found my Fiat 500. Tony has always been extremely supportive and prepared to give wise and experienced council when asked.

Therefore, when I was given the opportunity to assist on the Middle Barton stand at this year's 'Race Retro' motorsport show at Stoneleigh (just outside Coventry) I jumped at the offer, I couldn't think of a better way to spend a winter's day.

Race Retro is a fairly large show and covers just about all the main motor competition genres; every -thing from classic go-karts through to big 'n hairy dragsters, which were taken outside to the 'fire-up paddock' and cranked into life on a fairly regular basis---quiet they are not!

Middle Barton Garage's stand was shared with AutoItalia magazine and Rockingham Cars, who had a couple of modern Abarth 500 variants on their





*Record Monza 750*



*Simca Abarth 1300GT*

section. Tony Castle-Millar decided this year to concentrate on Abarth GT cars, and what a mouth-watering group he chose. He displayed 2 Abarth 750GT coupes, one a Zagato 'Double Bubble' and the other a 'Record Monza' with a jewel of a little twin-cam engine. He also had a Simca-Abarth 1300GT, which in 'powder blue' looked stunning.

The final car on the stand was an original 'Radbourne Abarth 1300'. Both this car and the Simca Abarth were supplied by Radbourne Racing in the late 1960s when they bought a batch of cars from the Abarth factory. Radbourne Racing heard that Abarth were going to scrap a number of their beautiful little aluminium GT bodies/incomplete cars, so bought a batch of them.

The red Radbourne Abarth 1300GT was completed by Radbourne Racing with a bored-out (to 1300cc) Fiat 124 slotted into the rear, whilst the (now blue) GT was put into a lock-up in 1971 and forgotten about. About a year ago Tony Castle-Millar was given the opportunity to buy the car (which he did) and has been slowly restoring it, to a very high standard, into to what will eventually be a 'pukka' Simca-Abarth 1300GT.





I have quite an interest in the Radbourne GT as (a) there is a fair chance that I worked on it when I worked for Radbourne Racing, and (b) the Cromadora wheels that were originally on that car now reside on my 500!

I managed to get a good (albeit too short a time) look round the rest of the show, and very interesting it was. I recommend it as a 'must go to' for any petrol-head; it is easy to get to (just off the A45, level with Coventry) with plenty of parking.

Just about all aspects of motor sport interest were catered for, even a few 'kit cars' (although they have their own show, also at Stoneleigh). The book stalls were very tempting and I was only slightly tempted by their wares—I only bought 1 Abarth book. For those members of the 'mature' generation there were many stands that brought back memories, Classic Formula Junior, Clubmans, Hewland Gearboxes, Historic Formula 3, etc. All in all, a good day out with a lot to see, who wants more? Thank you Tony.

Topo Peloso



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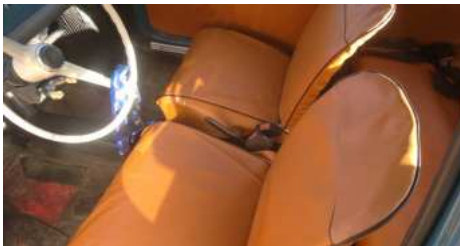
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**FOR SALE**

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

The bodywork is good. The sunroof is in good order with no rips or tears and

opens and closes as it should. The ochre interior is immaculate. Mechanically she's in excellent condition and she fires up immediately from cold and purrs like a kitten on idle. The tiny 499 engine loves to be revved and it pulls like an eager puppy all the way through the gears.

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

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

**£5500. Tel: Paul (07961 558 440)**



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### WANTED

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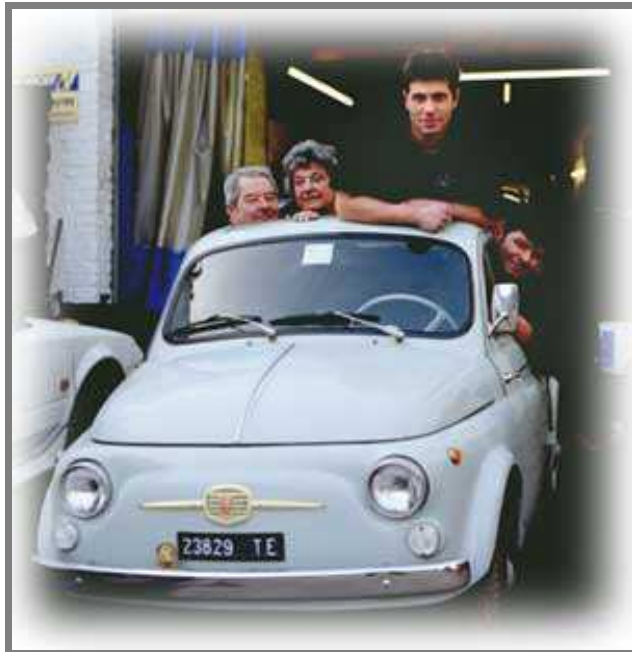
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## EVENTS 2016

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

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

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

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

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

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

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

Auto Italia's Spring gathering celebrating all things Italian.

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

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

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

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

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

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

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

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

Curborough Sprint Course, Lichfield. A chance to explore the limits of your car on a track, safely and under instruction. Colin Smith will be running his

Hayabusa Fiat 500. Recommended for quicker cars or spectating.

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

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

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

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

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

### **Sat/Sun 28th & 29th May**

#### **F1 Masters Historic Festival, Brands Hatch**

The FIA Historic Formula One Championship features Grand Prix cars raced during the 60s, 70 and 80s. including Williams, McLaren, Lotus, Tyrrell and Arrows, harking back to when Brands Hatch was a regular on the F1 calendar.

The FIA Historic Sports Car Championship recalls the 500 and 1000km endurance races from the same period, when spectacular Le Mans prototypes provided an equally thrilling spectacle. The event includes nostalgic but competitive action from GTs & Saloons.

Contact: Sheridan Bowie, [membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk) 07909 522141

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

#### **Cholmondeley Pageant of Speed**

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

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

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

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

#### **Bath Pageant of Motoring**

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

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

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

#### **Sherborne Castle Classic and Supercars**

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

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

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

**Audlum Transport Festival**

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

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

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

**Cranleigh Vintage Car Festival**

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

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

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

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

Run by club members in aid of the Kent Air Ambulance, the show is combined with the Honnington Country Fair - a great day out for all the family. We are continuing with the dedicated Whiting & Hammond VIP Marquee for all Car & Bike entrants. For 2016 we will be expanding the area for cars & bikes.

Contact: Sheridan Bowie, [membership@fiat500enthusiasts.co.uk](mailto:membership@fiat500enthusiasts.co.uk) 07909 522141

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

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

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

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

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

**Surrey Hills Autumn Drive Out**

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

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

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

**Nov NEC Classic Car and Motorcycle Show**

The largest classic show in the UK. hundreds of club and trader's stands – not to

be missed! We will have a club stand to promote the club & show our cars.

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

### **FFEC Christmas Meal**

**Date TBC**

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

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

## **NEW MEMBERS**

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

Mauroi Lucrino	Beds	1972 500L
Peter Bennion	Soton.	1977 Giardiniera
Vanni Treves	London	
John Ogilvie	London	1971 500L
Gareth Jex	Hants	1971 500F
Emma Bier	London	1966 Fiat 500D
Ian Matthews	Beds	1961 Fiat 500D
Peter Richards	W. Midlands	1971 Fiat 500L (Abarth Tribute)

**COPY FOR THE JUNE MAGAZINE SHOULD BE WITH THE  
EDITOR NO LATER THAN MONDAY 16TH MAY 2016  
email [magazine@fiat500enthusiasts.co.uk](mailto:magazine@fiat500enthusiasts.co.uk)**

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