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OCTOBER
2020



Photo courtesy Steve West - New Milton Advertiser & Lymington Times (pg 3)

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CLUB NEWS

It really does seem that for the foreseeable future there is going to be little respite from the effects of the Covid 19 epidemic. So to all our members who have and are continuing to be impacted by this disease, the committee extends its thoughts and best wishes during this difficult and troubling time.

The Committee

Technical Team

Members can still use the technicalteam@fiat500enthusiasts.co.uk address for queries of a technical nature, but you can also receive help from the individuals concerned. Their contact details are now listed under the 'Tech Torque' section of the magazine (pg 18)

Club Events co-ordinator

Still looking! Please contact Phil on membership@fiat500enthusiasts.co.uk or Jenny on 07749499785

2021 Club Calendar

Katie Peters reports that she has had a very good response from members for the calendar. Thank you to everyone who contributed. As it is possible that not all photos received can be used, those which are not, will be reproduced in the December issue of the magazine.

December Magazine

The editor would very much like to receive copy for the December issue. In particular, a Christmassy photo worthy of the front page or something seasonal - photos or stories. However, please continue to send me anything you think may be of interest to our members - as you can imagine, copy is a little thin on the ground because of the Covid outbreak. If you have been thinking of putting pen to paper...Now is the time!

Front Cover

Apart from the spectacular and seasonal nature of this vegetable I couldn't resist including this photo and making the comparison between the weight of the record breaking pumpkin and that of our little 500. The gigantic squash was cultivated by twins Ian and Stuart Paton at their Nursery near Lymington. The pumpkin weighed in at 2,593.7lb (1176.5kg), a UK record, meaning that this squash was heavier than two 500s of approximately 1102.31lbs (500kg) each. My thanks to Steve West of the New Milton Advertiser & Lymington Times for allowing me to use this photo.


JS



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CORRECTION!



In the August magazine this vehicle spotted on the M25 was wrongly described as a 500 Multipla. The caption should have read '600 Multipla' Tom Montagu spotted the error and was also prompted to write about his experiences with the vehicle.

'An original 600D Multilpa was the first new car my parents bought, so I have done many miles in one, and a friend of mine in Diss (Norfolk) has, with a fair bit of input from me, just fitted an '850' engine into the rear of his Multipla. He plans to use it for

weddings (as he does with his 500) and the original 633cc engine in his car (it is a 600, not a 600D) struggled. Acceleration was something to be dreamed of, as describing the speed increase (note--not acceleration) of the vehicle as 'lethargic' was being kind! The '850' engine, even in basically standard form, has transformed the vehicle'.

Tom Montagu

I have high hopes that Tom may be able to expand on the theme of 'engine enhancement' for the Multipla in a future issue of the magazine. Tom points out that the engine swap details would also be applicable to any 600/600D.

JS

'HOMECOMING' TO THE ISLAND OF ALDERNEY



It was approaching a year since I last saw "Arabella" (Giardiniera) and "Isabella" (Bianchina), when I left them both in the safe keeping of fellow member Ian Hunter before they were transported to Leominster for a possible sale. From there, they were taken by another fellow member, David Harris, to Essex where, together with yet another fellow member, David Peters, they resided until, due to "absence making the heart grow fonder" I wanted to be reunited with one or the other at my home on the tiny Channel Island of Alderney. "Arabella" had spent a couple of months there in 2019, so it was the turn of "Isabella" for her treat in 2020 – a year in which the effects of Covid19 had negated any classic gatherings upon mainland UK. Again David Harris came to the rescue and delivered "Isabella" to the quayside at Poole, from where she was loaded and shipped across the English Channel on a Monday evening in July, arriving, as had the island's residents on 15th December 1945 after 5 years of wartime evacuation, aboard MV Trinity on a grey Tuesday morning. Luckily there was one stevedore there who recalled how to start a "500" so he gladly drove her out of the container and away from the quayside to await my collection.

What a dream, to crease myself up and get into "Isabella" for her to start, not on the flick of a switch but a pull of the lever, and a subsequent drive around the island – all 3 miles x 1.5 miles of it – avoiding the "painful" cobbles of the town centre.

Now Alderney holds the largest annual week long festival in the Channel

Islands at the beginning of August and, amazingly, being in the Bailiwick of Guernsey (Guernsey, Alderney, Sark & Herm – “The Bailiwick Bubble”), where we had experienced no cases of the Covid19 virus, we were allowed to go ahead with Alderney Week, albeit no-one was able to travel into the Bailiwick Bubble without first self isolating for 14 days, so the annual explosion of island residents from circa 2000 to the usual 5-6000 was not possible but residents from the other islands within our bubble took advantage of the Alderney Staycation.

Alderney Week gets off with Cavalcade, a parade of floats, walking groups,



classic cars and anything that moves on legs or wheels, headed by the Island's Town Crier – proceeding very slowly through the town – 95% on cobbles!!!, finishing up on The Butes, where there is a magnificent view across Braye Bay, the harbour – looking north eastward towards France and the English Channel.

“Isabella” took part, resplendent with large red, white and green helium balloons, the Italian national flag and Sara with her Pizza hat. She (“Isabella”) drew much attention (as usual) and even one island resident – of Italian origin – identified the car as her sister still owns one back in Italy. A great day was enjoyed by all.

Then, later in the month of August, it was the Annual St Anne's Fete, held in the grounds of The Island Hall – where many a Royal has walked and planted the odd tree or two or three. By way of a change, it was decided to hold a Scarecrow Festival with this event and “yours truly” decide to enter



UK, back to “normal”, with the exception of travel into the Bailiwick from anywhere other than the Isle of Man (to where we have a direct air-bridge from Guernsey).

Even the Guernsey Kart & Motor Club were able to run their annual Speed Trials and Hillclimb on our island of Alderney a couple of weeks ago but, of course, no residents from the largest island of Jersey (not in our bubble) were able to visit or compete.



the “Scariest Scarecrow” class as the only human scarecrow – and he won the class! Again “Isabella” was on show, where she hosted a competition for guessing the number of balloons within her. More and more 11” red, white and green balloons were blown up and although there were guesses close to the number, no-one guessed correctly that there were 55 inside. It was much quicker to burst them!

So, although we have experienced lockdown across our “Bailiwick Bubble”, we are now, unlike mainland

So, although I hanker after getting back to the mainland, I am thankful that "Isabella" has been able to join me on Alderney, where she is safely covered and garaged at our home, overlooking the English Channel across to Weymouth, Poole & Southampton – all of which are there but over the horizon!

Perhaps next year but, in the meantime, STAY SAFE everyone and if you have the time and inclination, do visit Alderney – we have so so much that is different, blonde hedgehogs along with peace and tranquillity which is only shattered by the ringing of the Channel Islands' only peal of 12 bells, the Hillclimb and the noise of "Isabella" with her special 500 exuberance!

Ciao, *Peter Bennion*

FROM THE FEDERATION OF BRITISH HISTORIC VEHICLE CLUBS

SORN - are these vehicles forgotten historics?

The Federation has been working on the 2020 National Historic Vehicle Survey for some months.

Preparatory work for the Survey suggests that there are around 1.5 million historic vehicles registered with the DVLA and over 700,000 enthusiast owners. However, an interesting fact is just beginning to surface; there is a significant number of historic vehicles that are registered as on SORN. Are these vehicles under restoration, stored awaiting restoration or in a garage or barn waiting for Prince (or Mechanic) Charming to come along? The Federation's 2020 National Historic Vehicle Survey touches on SORN vehicles but not on the intentions of owners and prospects for the vehicles.

If you know of vehicles on SORN or indeed have vehicles of your own, tucked away, waiting for time to restore them, please get in touch, email us on research@fbhvc.co.uk

The Federation is hoping to undertake future research into vehicles on SORN and in particular the prospects for these vehicles returning to the road. Your input will help with the planning of that research. Please contact Paul Chasney, Research Director via research@fbhvc.co.uk or forward your information via post to FBHVC, PO Box 295, Upminster, Essex, RM14 9DG. We look forward to hearing from you.

Courtesy fbhvc Issue 5 2020

HOW TO MAKE PERFECT PASSATA

Hello to all club members, as you all have iconic Italian cars, I thought you may like to know about an Italian tradition of making passata (bottled tomatoes used to make pasta sauces etc)

Originally from the southern part of Italy where most people grow their own tomato's, it's usually made around September when the tomatoes are plump and plentiful!

Growing up I watched my parents and elders of the small mountain village (Torre Orsaia) 160 km south of Salerno, making it and always wanted to try and do it myself.

Up at 5:00 am I headed to the western international fruit and veg market near Heathrow to source the tomatoes. I hoped to find 'San Marzano' as they are traditionally what are used unfortunately I was unable to get that particular variety but did manage to find some big, juicy vine tomatoes (so I bought 100kilos - which is actually small scale for an Italian!!)



Here is the process briefly:

After washing the tomatoes they are boiled for approx 20 minutes and then cored.



The tomatoes are put through a masher* to separate the pulp from the juice, then the pulp is put through again to extract as much juice as possible.



**[for smaller quantities maybe a sieve or Mouli grater could be used ? Ed]*

The mashed tomatoes are bottled and put in jars with added salt and basil leaves to taste and sealed.

The jars are placed in a water bath and boiled for approx 40 minutes. A little trick is to put a potato in the water and when the potato is cooked they are ready.



I allowed them to cool down in the water over night.

When removing the jars or bottles they should all be checked to see they are still sealed.

They will keep for up to a year and any ones with broken seals can be frozen or used immediately.



And that's the lot (41 jars of passata in total!!) - it can now be used to make a delicious pasta sauce.



As they say in Italy
"la pasta e pronta - Buono appetito"
"The pasta is ready - good appetite"

Thanks for reading
Don Paesano (Cheeseburger 500L)



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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.

"TECH TORQUE" (&TIPS)

Ladies and Gentlemen ...

"START UP YOUR ENGINES"

(Hopefully eventually!)

At the time of writing, the future still remains .. well, let's call it flexible. However, the onset of winter would normally mean most of us were now preparing to tuck the 500 [*and derivatives Ed*] away somewhere cosy and warm, but in my case, and I may not be alone, I have to admit that my car has not been used at all this year. Please forgive me!

Having moved house last October,(2019), not just up the road, but from Hampshire to Devon almost 100 miles, and needing to "temporarily" store the 500, it was taken to a relation's garage in Bristol. It was shortly followed there by my other classic car a Panther Lima on a trailer.

That left me able to tow a box trailer full of tools and return many weeks later to get Lima/trailer from Bristol. If this is getting boring then be thankful that I have deleted details about the 2 biggest furniture lorries I have ever seen - one of which could not be taken up the narrow lanes, and that my tow Land Rover played up just before it was needed (electronic/emissions! that modern failure), thankfully something that we 500 people have little fear of.

Thanks for persevering, finally I get to the point - Storing the 500 for the winter, having decided on a safe and hopefully waterproof location. Either drain the fuel tank or follow the latest advice being circulated which is to fill it completely to prevent condensation from accumulating. I prefer to drain. There is a lot of info around re the 5% Ethanol that is in most petrol nowadays which can attack fuel lines and that might mean a leak, not good!

Disconnect battery and remove to safety, charge regularly if possible. Remove spark plugs and squirt a very small amount of engine oil down the bores. Leaving plugs out will allow you to occasionally turn the engine manually (no Compression) a small amount. That will also let you spin the engine over on the starter to build up oil pressure before restarting.

Pumping tyres up to around 40 lb square inch avoids a flat on the tyres or move car back occasionally. Leave in gear with handbrake off if safe to do so, but block tyres from moving anyway.

Polish all paintwork, and chrome, some even leave the polish without shining. Use a small oil can to put one spot of oil anywhere it might do good, inc "choke" and throttle cables.

There are lots of others ideas , so feel free to share them with the tech team, but here's two that I have learnt from experience:-

1. Use a length of wood from the clutch pedal to the seat frame to press the pedal down just slightly, enough to take some of the spring pressure away and stop the clutch plates sticking together. When EVENTUALLY able to recommission , restore all above, use fresh fuel after pushing car out into the open air and check many times for fuel leaks. Spin Engine over to build up oil pressure as stated

or

2. What I personally do is to drain the engine oil completely, refit sump plug and repour the oil (or new oil) in the top as usual, this oils all the rocker mechanisms, cam followers and camshaft which will be running without oil until it arrives from the pump. Check the brake fluid level, That Brakes work properly without pulling or juddering and use gently several times to gain confidence. Double check everything again before doing a few laps of the local roads.

Finally, don't forget to remove keys and place wherever you keep the documents (ie somewhere safe), and remove any valuables ie Sat Nav /camera etc. All above at your discretion and risk of course. Be Safe, now and always.

John Jenkins

How To Fix Your Fuel Level Light

(First printed in the April 2015 magazine)

Many 500s have fuel level lights which don't work but there's no reason to just live with this. A new float mechanism is around £50 but you can often repair your old one simply. Note this article does not apply to the L model, which has the luxury of a proper fuel gauge, but the principle is similar.

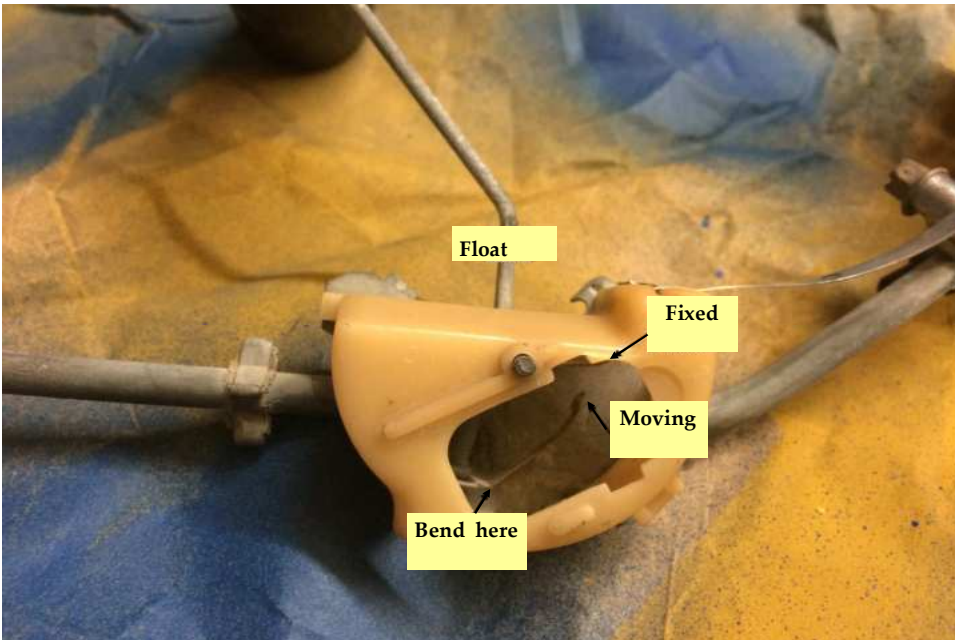
If the fuel light is permanently on then there is almost certainly a problem

with the float switch. When the fuel level is high enough the switch on the float's pivot closes, allowing current to flow, and the fuel light goes out. When it fails the problem is nearly always due to poor contacts in the switch, and cleaning these should be enough to make it work again.

Remove the petrol hose from the tank outlet and bung the end. Then remove the six 7mm nuts around the sensor and withdraw the float mechanism from the tank. The contacts are tucked away inside a plastic housing that makes access a bit tricky. I wouldn't suggest trying to remove the plastic, however, as it's likely to be very brittle with age. Instead give the contacts a blast of contact cleaner, then use a small flat screwdriver, or a tiny piece of sandpaper, to scrape the contacts clean. You can bend the moving contact a fraction too, to ensure that it makes a good connection. Then reassemble everything and your fuel light should now work. Be very careful tightening the 7mm nuts as it's very easy to snap the thin threads with too much pressure.

If the fuel light never comes on, even when the tank is empty, then either the bulb has blown or there is a wiring problem between the back of the speedo and the float sensor. Clean all the connections and it'll probably start working. To aid testing, if you disconnect the red wire from the float sensor the light should be permanently on, if everything else is working.

Nathaniel Cross



NAME	INTEREST	CONTACT	AVAILABLE
Ian Hunter (Wiltshire)	DIY	ian@themotorgarage.co.uk	8.30am - 5.30pm
Tom Montagu NW	Suspension, engine & tuning	01244 683824 tommontagu@yahoo.co.uk	—
David Peters (London)	Specifications and rarer models	david@classiccarcompany.eu +44(0)208191941 +44(0)7740700809	8.00am - 6.00pm
John Jenkins SW	General	chairman@fiat500enthusiasts.co.uk	—
Phil Swallow	Collation. Please copy Phil in on queries	membership@fiat500enthusiasts.co.uk	

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FOR SALE

1952 Fiat 500C Topolino.

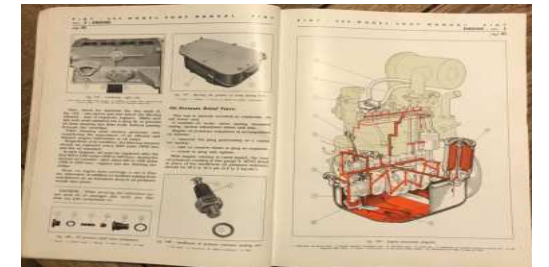
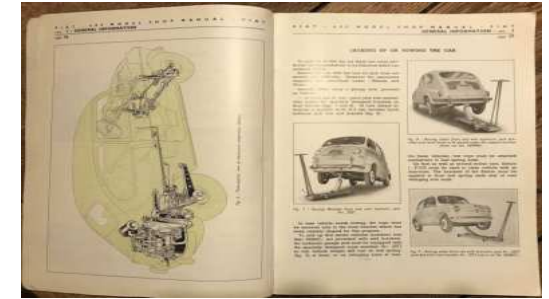
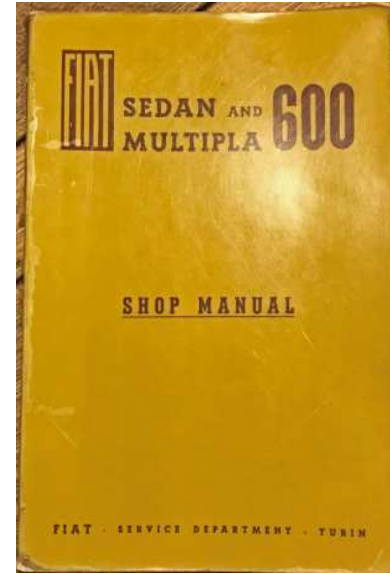


Purchased in 2014 by current owner. Before that, the previous owner, a gentleman in Trieste, had owned the car for 20 years. He restored the body and rebuilt the engine when he bought it. In original condition it offers the new owner the chance to carry out some minor improvements. With it comes a Haynes Fiat 500 owners workshop manual and a copy of the 500 shop manual (English) from the Fiat Service Department, Turin.

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Amazingly good condition for its age, very clean, very slight cover delamination, but all the inside pages completely clean - obviously never used for its 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.

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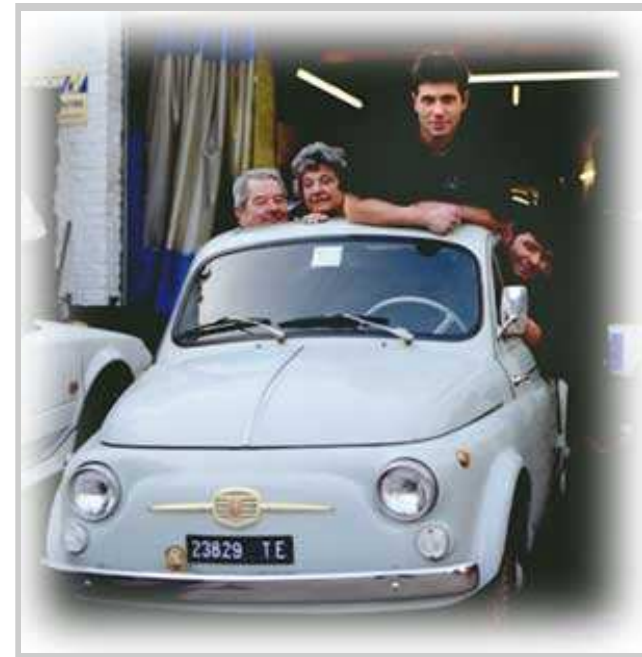
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EVENTS

Unfortunately it seems that we have still got a long way to go before we can resume our events calendar. But perhaps by the time the he following event, scheduled for April, arrives we may be in a position to begin getting out and about again with our cars.

2021 Drive it Day
scheduled for April 25th

In support of the NSPCC's Childline® service.

The NSPCC's Childline® service – 0800 11 11 – has remained a vital lifeline for those children who feel they have no one else to turn to, holding 19,000 counselling sessions a month since lockdown began.

NEW MEMBERS

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

Craig Falls	Austria
Quinten de Graaf	S W London
Michael Sargeant	Sussex
Giuseppe Negri	N London
Lisa Jones	Cornwall
Stef Bonatti	Scotland

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