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DECEMBER

2020



'Buon Natale'



Photo Courtesy Gary Moore (see pg 4)

www.fiat500enthusiasts.co.uk

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CLUB NEWS

The committee extends seasonal greetings to all our members and we hope that whatever your circumstances you manage to make the most of this Christmas. To help you with the Christmas spirit why not join the Club Quiz kindly organised by Katie and David Peters - see below.

To those of our members who have been badly affected this year by the pandemic, our especially warm wishes for a better 2021.

The Committee - Fiat 500 Enthusiasts Club

*Join us for a festive, family-friendly,
Fiat 500 Enthusiasts Christmas Quiz!*



After the success of our quizzing over the summer lockdown we return with another Fiat 500 quiz to bring about the festive spirit. Fun for all the family, rounds will include questions about our favourite little Italian cars, cars in Christmas movies, Santa's sleigh and a few surprise rounds thrown in for fun.

Wearing Christmas jumpers, eating minced pies and drinking mulled wine are optional, but strongly encouraged!

*Join us on **Thursday 17th December at 7pm**. To join, simply email David and Katie Peters on david@classiccarcompany.eu and we'll share the zoom details for the quiz.*

Club Events co-ordinator

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

2021 Club Calendar

I hope you will enjoy receiving your Fiat 500 Enthusiasts Calendar. I think you will agree Katie Peters has done a wonderful job of compiling the photographs and has provided us with an unusual and fun calendar.

A big thankyou to Katie and all those members who provided the photos, without you it would not have been possible.

FIAT 500 ENTHUSIASTS CLUB HELP 'TOP GEAR MAGAZINE'



Over the years we have been asked to help various people 'borrow' Classic Fiat 500s and recently we were approached by Top Gear Magazine who wanted one for a photo shoot and a magazine article. Gary Moore kindly volunteered and his car, pictured above and below in celebratory and seasonal attire, headed off for a starring role.

Gary's car is featured in the December 2020 issue of Top Gear Magazine - available at Newsagents and on-line at www.topgear.com. The article looks at 'retro heroes' - classic cars that can be purchased for around £10,000. To quote Top Gear, 'big thrills, small money: own the world's coolest cars for the price of a Dacia Sandero'.

Our thanks to Gary for helping out and for writing the following article about the experience. £10K Retro Heroes - a story:

GARY'S STORY

Following an e-mail request from the Top Gear magazine for a Classic Fiat 500 to take part in a forthcoming photographic shoot being held in Corby Northamptonshire, Our Club membership secretary, Phil Swallow put out the call to club members in Leicestershire and Northamptonshire for any volunteers that could help the Top Gear magazine.

As I live in Leicestershire, a mere thirty miles away from Corby and I have

my Fiat 500L 1972 readily buffed up in the garage, I sent some pictures to the Top Gear director to see if my car would pass muster for the job. The reply came very quickly from Tom Harrison, the Director of the shoot that he thought the car was perfect and would I be able to get to the Corby shoot location on the next Friday afternoon. I agreed and was sent various documents to sign and return, risk assessments and various rules determined by their insurance and of course the Covid 19 pandemic.

The car received another polish and detail session, naturally, and all was prepared for the drive down to Corby on Friday afternoon. Much checking of the weather for the day indicated there might be a sprinkle of rain, so extra cleaning kit was loaded in case.

Top Gear sent the shoot schedule for the 6 cars that were taking part, with my Fiat being paired up with a Mercedes SL500 for the afternoon sessions. The other vehicles on this shoot were as follows:

Porsche 944 - 0800

BMW Alpina B10 - 0800

Renault Avantime – 1100

Bentley Turbo R – 1100

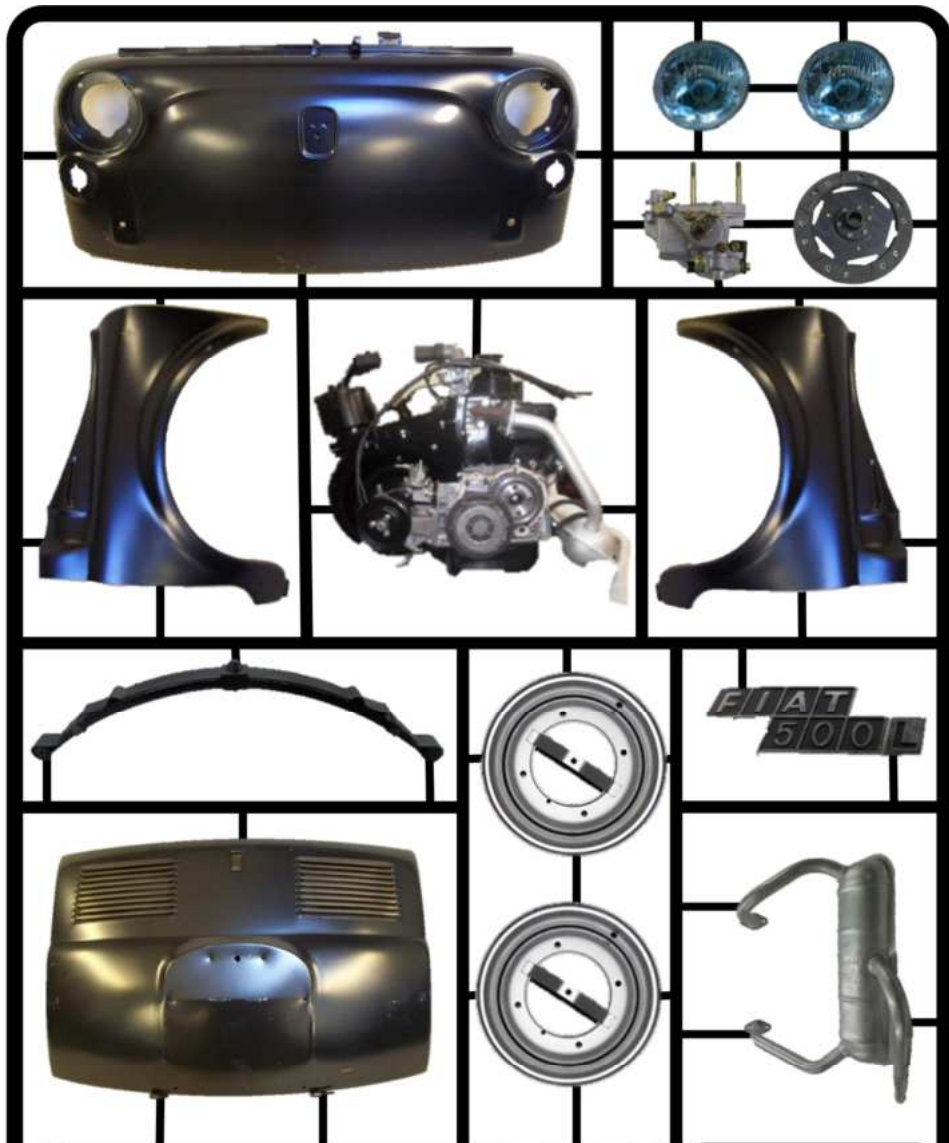
Mercedes SL500 – 1500

Fiat 500 – 1500

As would be expected, all vehicles were at a very high standard of presentation and I did wonder when I arrived whether I'd be knocked into the shade. Not a bit of it, in fact, the Fiat was very well received by all involved from Top Gear and by the other car owners with a great deal of appreciation and nice comments received.

The photo shoot progressed through two stands, for multiple interior and exterior shots, I was on time at the venue, expecting to be on my way after a couple of hours, however, there were still cars being photographed in the afternoon that had been on site from 08:00. Still what price fame?

I went into the lounge area to provide detail and the thread of the story of the Fiat, meanwhile, when I went back out she was on stand one being scrutinised by the Top Gear team, I have shown them the restoration book which is always in the car and the Top Gear team wanted a further look at it as they took the car through the shoot. All cars were moved around on wheel dollies as there could not be any tire marks on the studio floor, couldn't have marks in the photographs and detract from the image quality. I commented that my Fiat was easier to move around than the Mercedes SL500 which was on before mine.



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The day progressed well, all the cars were taken through their paces and photographed over and over. As I expected, me and my Fiat were last to finish, save the best to last eh? But of course, by the time the end came, it was getting quite dark and I had a 30-mile drive home through the dark country lanes of Northamptonshire and Leicestershire. The Fiat is not often about and about in the night hours, so I knew this was going to be an interesting drive home, and so it proved. I really think it might be time to upgrade the standard headlights now as dark country lanes are definitely not the environment of choice.

As it happens I travel these roads a lot so I knew what was coming. What I didn't know, was that 'Farmer Giles' had been out and about with his tractors. I could feel and hear the mud as we drove over it and I was right, as in the morning out came the pressure washer to sort the it all out, followed by a decent couple of hours polishing and buffing to make her all good again. Despite this mucky ending, it was a very enjoyable day and a very good experience hosted by the Top Gear Team so a thank you to Tom Harrison and his team for their interest, hospitality and for providing a great day" ..

PS In the same edition of the Top Gear Magazine there is a feature on the Top 9 Cutest Cars Ever. The Fiat 500 is at number 3 in their list - with the comment, 'Obviously the original was adorable, given it's the size of a child's teddy bear. What's impressive is how much of that adorable-ness was retained when Fiat upsized the 500's design for the new millennium'. It is a very subjective thing cuteness but in case you are wondering, the good folk at Top Gear had the Daihatsu Copen at number 1 and the Austin-Healey Frogeye Sprite at number 2. If they had seen Gary's car with it's Santa hat they might have changed their mind!

Gary Moore



'SUNNIER' TIMES?

We are all locked up so maybe a little bit of reflection looking back at sunshine, Italy and 1999 - The Fiat 500 Club Children in Need Charity run to Lingotto.

I completely rebuilt my car finishing just days before the rally, the shakedown was Turin!



We spent two days on the roof filmed by the Men and Motors team.

On arriving on the roof everybody had their "you're only supposed to blow the bloody doors off" moment.



(this was my daughter Sarah's first rally and her first driving lesson on the roof)

Mr Giannini who helped arrange access to the roof presented each of us with his signed book.



Fantastic memories.....the days before sat navs!

Definitely the Mecca for many car buffs.

Graham Farley

SEEN AT MONZA

Photos of these Fiats with their cheery messages were recently sent in by member Jan Di Carlo. Featuring the 2011 Monza Raduno long before Covid was a speck on the horizon, they will hopefully bring a smile to people's faces and remind us of similar fun times to come.



PAST TIMES



'MY OTHER CAR'

I found this photo in a box of family stuff....Label on the back of the photo reads:-

" One of the first cars in Bombay. Edith Douse and William Douse are in it. Will asked Edie to hold the wheel for the photo."

William is my great-grand father, Edith became grandmother to the Canadian branch of the family.

Unfortunately the only two remaining members of the family, my mother and uncle both have advanced dementia so I am unable to find out about the Indian connection to my family.

Also what make of car is it ??? Any ideas ???

Lynette Harris

If anyone knows the answer to Lynette's query, let me know and I'll pass it on. JS

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AUTOCAR, 3 April 1964

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Sent in by a member. Not as historic as the car opposite, but long enough ago to be of great interest. I especially cherish the idea of the 'Virile' heater! JS



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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)

As the year has moved on and we are still not able to use our beloved 500's or at least very rarely, I have been remembering some of the alterations that I have made to my car over the years.

Firstly, It has to be said that for legal reasons I should point out that in each case I am NOT necessarily recommending that you copy my ideas, but of course you have the same freedom as I have used to modify where appropriate but always ensuring 100% that safety is paramount. So please read with interest, but if in doubt leave well enough alone!

NO 1. The simplest of the improvements I made is to the front wheel bearing adjustment nuts.

The front wheel bearings are taper roller bearings which are adjusted to remove slack and then locked in position by indenting the flange of the nut into a slot in the shaft that they are mounted on.

The original fiat 500 Haynes manual is still obtainable from such as Halfords or elsewhere, (or on line). Number 090 its £20 or less and remains invaluable.

Page 144 describes how to tighten this adjusting nut to a torque of 5.1 lb ft and then back it off by one flat before locking it, I found that this leaves a tiny amount of bearing play and assume that is the recommended setting by Fiat. I have found over the years that todays garages at M.O.T. time being more used to modern cars with finer tolerances regard this as unacceptable.

I discussed this at length with my local centre a few years ago, and eventually they saw the light and passed my car, but you may also have this problem especially with inexperienced mechanics.

Using the recommended staking method only really allows one opportunity to set the adjusted position, so I looked for an alternative.

The method I chose is to drill completely through a new nut from one flat to the opposite side and then tap a suitable thread entering through the hole emerging at the other side. Preferably , use a vertical drill press to keep it

accurate and then having tapped a thread through use a suitably sized grub screw from each side with which to lock the nut once the finest setting is achieved.

Note : 2 different nuts will be needed one of left hand thread for the right side of the car. The manual states that this is unusual but is so that in the event that the bearing were to seize it would not lock the wheel but become loose and the slack would alert you to a problem.

With my modification the locking grub screws can be released and adjustment can be refined as necessary.

To finish

Put A little grease into the dust cap and fit it securely, do not over fill.

I made this alteration more than five years ago and its been fully successful, but do not attempt unless mechanically competent or know some one fully capable to assist.

J.J.

More mods are to follow, and additional proved ideas are welcome.



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I NEED MORE POWER SCOTTIE!

(Following on from October's article 'Correction' page 5.)



Before...

In 1956, at the Brussels Motor Show, Fiat introduced to the world what, in many ways, was the first MPV- the Fiat Multipla, a genuine 6-seater even though, at 11ft 7in long, it was only 19 inches longer than a Mini. Based on the Fiat 600 mechanicals (and with the same wheel-base) it was offered with a number of seating options, including that of a taxi, with a single seat for the driver and luggage space where the front passenger would normally sit.

I have long been an admirer of the (original) Multipla design, possibly because it was the 1st new car that my parents owned. If a modern diesel could be eased into the engine bay, disc brakes fitted to the front (the front suspension/brake set-up on the Multipla is nicked from the Fiat 1100 saloon) and painted in "Servicio Abarth" colours, what a way to tow ones "Abarth 695" around!

When my friend John mentioned that he was just about to leave for France (pre-Covid!) with his trailer, imagine my interest in his answer to my query "what are you collecting?" when he casually mentioned that he was collecting an original 600 Multipla - my ears fair pricked up! Getting it back to Blighty was possibly the easiest part of the whole adventure, because when he first

went to drive it, John realised that my comment regarding its lethargic performance was actually, being kind - they don't accelerate, they wind up in their own good time! He also found out that French "Warranty", like some other well known countries, can sometimes only extend as far as the front gate! Among the "must-do-in-order-to-be-able-to-use-it" jobs were:- (1) rectify a coolant loss (knackered thermostat housing - John machined a new one, (2) Rectify leaking wheel and brake master cylinders (3) rectify leak from brake-fluid reservoir - it had no filter OR seal in the lid of the reservoir, so brake-fluid had leaked out over the inside of the front of the car and damaged the pain-work (4) confirm that the car had a hand-brake - the car had a 600 gear-box with (disconnected) transmission brake, but 600D rear hubs/brakes with suspect hand-brake connection (!?) Finally, and probably the most important, among the many jobs that John listed, was to try and fit a bigger engine. Option (A) was the obvious - fit a 600D (767cc)engine, but sadly, they are not exactly thick on the ground, so option 'B' was decided upon - a Fiat 850 engine. The '850' engine came in 2 sizes - 847cc and 903cc. So far, so good, but whichever '850' engine you decide upon (or can find) there is one rather large (actually, VERY big) "fly in the ointment"- they run the in the opposite direction to the 600/600D engine. If one is not aware of this small, but not insignificant detail, one can end up with 1 'ahead' gear and 4 'reverse' gears (and yes, it has happened!)

An engine was found in the Manchester area, which John managed to collect just before the initial Covid lock-down came into effect, and as per all good engine re-builds, the first job is to strip the beast to its component parts and check that it has a full complement of



fingers and thumbs - it did, well sort of!

When he checked it over, it was only lacking an exhaust manifold, inlet manifold, carburettor, water-pump, distributor, clutch and flywheel - a very basic (and dirty!) engine as the photo shows.



As it turned out, the bores and pistons were in good shape, so after the bare engine was given a very good clean, the bores given a light hone, and the block painted a fetching shade of grey, the pistons were popped back in with new rings and turned through 180 degrees (you haven't forgotten that the engine will now be running (technically) backwards have you?)

The crank was also in good condition so that all it required was a very good clean, a new set of seals (designed for opposite direction running vis-a-vis as original) and a new set of shells. The required flywheel and clutch assembly were relatively easy

to source. Next came the testing part - HOW to make the engine run backwards? The normal way used to be to fit a 600 camshaft and bearings, timing-chain assembly, oil pump and distributor - tedious! Purely by chance we found a company in America that sold a timing GEAR set for the 850/903 engine, specifically designed to enable that engine to run backwards which then allowed it to be fitted into 600s (the Americans do love a bit more power). The only down-side was the cost of the kit which made one breath in more than a bit deeply, but after a bit of judicious investigation, I discovered the German company that MADE the kit, and it was darn site cheaper bought through them! By doing it this way, it was possible to retain the original, camshaft and oil-pump and to source a '850' distributor (much easier than trying to find a good '600' type)

The next item on the to-do list was the cylinder head - it was not a pretty sight! It required cleaning, skimming and new valves and valve seats. John is a precision engineer for whom a 'thou' is a big measurement, so he obtained a bar of the required diameter of "TROJAN" alloy and made and fitted a complete set of valve seats - just like that! With the new set of valves carefully 'lapped-in' and fitted, the re-furbished head was fitted back onto the engine. Next on the list were a starter and exhaust manifold, all to suit a '600' along with an inlet manifold and a carburettor. The original carburettor for the 600 would have been the Weber 26 IM or the 22IM and on the 600D either the Weber 28ICP or the Solex C28CIB2 - all of which are just about impossible to find in good condition. Being that John's replacement engine was believed to be from a '850 Sport' I suggested that a Weber 34ICH be fitted (the 850 coupe engine had, among others, the Weber 30DIC carb fitted). These carbs can be still supplied, brand new for a sensible price, and occasionally, picked up 2nd hand at autojumbles at a VERY reasonable price. John made (machined, from scratch!) an inlet manifold to match both head and carb, and after a bit of jet tweaking, it proved to be a very sensible carb to fit.

As John was intending to use the Multipla for weddings, he decided that a standard 600D exhaust would be the sensible one to fit, so he obtained a 600/600D sump as they have the fitment brackets for the exhaust silencer built on to the side of them.

The last major job on the engine was the water-pump, which for directional reasons HAD to be a 600/600D item, but as they were not designed to be fitted onto a 850 engine, there is (initially) an alignment problem. The answer was a bit of judicious machining of the engine/pump mating surface on the pump

housing to make it all align correctly. With the thermostat housing replaced, and 'waterless' coolant in the cooling system the engine runs beautifully cool, even on a hot East-Anglian day.

There were various other small(ish) jobs to complete, such as modifying the air-filter assembly to fit the new carburettor but still look standard, finding a 600D rocker cover and finding a 600D gear-box to accept the increase in power from, if you



were lucky, 21bhp from the original 633cc engine, to an estimated 45bhp from the refurbished 903cc engine that is now residing in the back of the Multipla. The performance has been raised from a maximum of 59mph (again, if you were lucky and had a tailwind) to a steady 60/65mph cruising speed; a car that can now easily keep up with traffic and is no longer a "just about mobile" road-block!



This modification can also be used on any 600/600D saloon and will enhance the performance a great deal. If, like John, you are careful with the installation, it will take a fairly knowledgeable on-looker to realise that the 'up-rated' engine is not the original.

If this modification is carried out on any of the 600 derivatives, I would suggest that you always retain the original engine in order that when it comes to, sadly, sell the car you have the original parts to hand on to the new owner.

Topo Peloso



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John Jenkins SW	General	chairman@fiat500enthusiasts.co.uk	—
Phil Swallow	Collation. Please copy Phil in on queries	membership@fiat500enthusiasts.co.uk	

GOOD NEWS ON TYRES

I would very much like to draw you readers attention to the good news that Pirelli are again making the original equipment radial tyre for their cars. The 125SR12 Cinturato CN54 is made again, but now with the Pirelli name on the side the way it should be.

There has been some discussion recently about weather a Fiat 500 should fit inner tubes.

Back in the period when the Fiat 500 was manufactured all tyres fitted inner tubes. As a result the wheel rim of a Fiat 500 is not suited to being used without the use of inner tubes. A tubeless rim has a safety hump inboard of where the tyre bead sits on the wheel rim. The Fiat 500 has a flat bead seat without this extra protection. So it is the wheel of the Fiat 500 that determines an inner tube should be fitted.

The current standard, is to make a tyre that can be run tubeless. The only difference between a tubeless tyre and a tube type tyre is that a tubeless tyre as a film on the inside of the tyre to stop the tyre from being porous. Structurally they are generally the same. Low profile tyres have a different structure that is not suited to inner tubes. However all full profile tyres such as 125R12 or 125/80R12 can be fitted with inner tubes (70% profile tyres can also fit inner tubes, but 65% and lower should not). The advantage of making a tubeless tyre is that if you do have some more modern rims with the safety hump they can also be used tubeless if you want. But you do have the choice where you wouldn't if they were produced as tube type. So tubeless is better.



125x12 CN54 FULL, SIDE, STRAIGHT

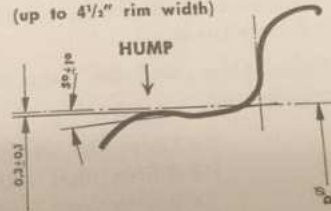
PLEASE NOTE!

Tubeless Radial Tyres require a special rim, the so-called HUMP-rim. The HUMP-rim (see picture) has a circumferential elevation (the hump) on the rim shoulder, which provides a firm seat of the radial tyre if the prescribed inflation pressure is precisely adhered to. This firm seat is especially necessary during cornering because the foot of the radial tyre is subjected to great stress due to the softer sidewalls of the tyre.

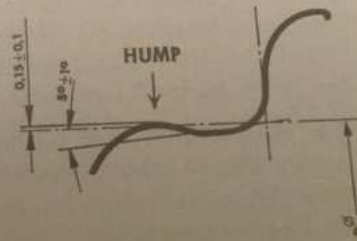
Radial tyres with tubes, however, can be mounted on standard rims without hesitation. The extra costs for the inner tubes are practically nihil, because tubeless radial tyres cost the same as normal radial tyres with tubes.

The utilization of tubeless radial tyres, however, causes in any case additional costs for the acquisition of the HUMP-rim, which is absolutely necessary for this type of tyre.

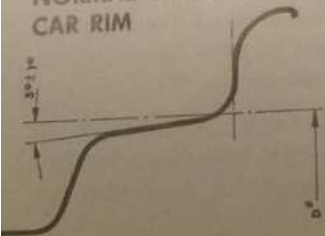
"HUMP" RIM
(up to 4 1/2" rim width)



(rims with 5" rim width and up)



NORMAL PASSENGER
CAR RIM



There is another slight difference, some very modern tyres no longer have the ribs inside the tyre. The ribs were designed to help expel air from between the tyre carcass and the inner tube. The good news is that the new Pirelli production of Fiat 500 tyres does, of course have these ribs, because Pirelli knew full well the environment these tyres would generally be used in. (It is worth noting that on all tyres fitted with an inner tube, you

should check the tyre pressure again soon after fitting.)

In conclusion, the standard Fiat 500 wheel determines that an inner tube should be used. Although the current Pirelli 125SR12 Cinturato CN54 can also be used tubeless, when fitted on a Fiat 500 standard wheel you should use an inner tube.

This is all backed up by a letter from Pirellis technical department. I have included some pictures of the tyres (previous page) and also a picture from an old book displaying the rim profiles (above).

Dougal Cawley

p.s. for a bit of fun you could watch this silly film [Top Gear \(episode 2\)](#)



CLUB REGALIA

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One Size

RUBBER CRANKS DON'T BEND!

Every now and then in life, one has to put their hand up and admit to having (and this is the polite version!) "goofed"! This is the somewhat embarrassing story of how I managed, by driving my car more than a trifle exuberantly, to arrive at the situation where I had to re-build the engine of my "Abarth 695" replica. I now have an "Abarth" instrument cluster, complete with rev counter to 'advise' me when I have reached the point of stupidity!



The title of this article comes from a comment made to me by Anton Boutier, the senior mechanic at Middle Barton garage, at the "Abarth 70th Anniversary" gathering at Brands Hatch in 2019. As his car was being driven by one of his colleagues in the "Classic Abarth parade" and he was therefore without a drive, I handed Anton the keys to my car for him to drive in the parade. He was very complimentary concerning the performance of my engine (a tuned 652cc 126 engine) and asked me what I revved it too. Upon my casual answer of, "usually 6,000rpm in 1st and 2nd, 5,500rpm in 3rd and as fast as can get it to go in top" he was amazed that my "rubber" crank (i.e. standard) had survived such abuse. One should not jest about these things!

That was in mid-August; move on to mid-November and I had a session booked at my local rolling-road to see just what the engine DID produce. On the weekend prior to the booking, I had driven the car well in excess of 50 miles, with no trouble at all. On the drive to the rolling-road (about 4 miles) the car developed a very light rattle. 300 yds from the rolling-road the rattle suddenly got very severe, but then stopped - unfortunately the engine also stopped at the same time that the rattle had ceased - the crank had snapped. Anton was absolutely correct, the standard 500/126 crankshaft does NOT like to be revved to 6,000rpm (and possibly a shade over) on a regular basis, and if it is, it will eventually throw a complete huff! Luckily the 300yds to the rolling-road workshop were all slightly down hill, so I was able to push/coast down to the workshop and park the car there until I could collect my trailer and rescue it - it was a long walk home!

With the car back in my workshop it was a simple job to heave the engine out. I also decided that I might as well take the opportunity to renew seals, gaskets and drive-shafts in the gear-box, so that got pulled as well. My first job on the

engine was to put it onto my (custom modified) rotisserie and strip it to component parts. Luckily, the crank had snapped neatly between the front web (no.2 piston) and the front main bearing (flywheel end) and as far as I could see, caused no peripheral damage. The next job was, in many ways, the most difficult and frustrating one, finding a STANDARD spec crankshaft. I found one that (a) I was verbally assured was 'standard' (b) invoiced as 'standard' and, (c) the label on the crank said 'standard'. With these 3 assurances from a very reputable supplier, I must put my hand up to a mistake, I did not check-measure it before fitting it.

Before I put the barrels and pistons back on the engine I gave the barrels a really good hone, and fitted brand new (rare) Hepolite piston rings. I carefully balanced the replacement con-rods (didn't want to risk the original rods in case they had unseen damage as a result of the crank snap) and the piston/rings units and got each rod/piston/gudgeon-pin/rings unit to within 1 gram of each other. The crank got fitted with new 'high quality' (Glyco) bearings followed by the barrels and pistons. With the new big-end bearings in place, the conrod bolts were torqued up and the con-rods checked for fit and movement. It was a good job that I did check for movement, because they are not supposed to have discernible up/down movement-are they? With the con-rods disconnected from the crank, a quick bit of measuring of the big-end journals confirmed my worst suspicion---they were not standard! They were in fact 1st under-size, a detail confirmed by the supplier, who to his credit and honesty, took the crank back and re-imbursed me the cost of both the crank and the carriage.

I then found another crank, which I was also assured was 'standard', again from a very reputable colleague who I had dealt with on a number of occasions and had no reason not to believe, BUT, once bitten !!! When I measured crank number 2, (and had the measurements re-checked by our local 'engine-shop') it showed that whilst the big-end journals were not really undersized, they were right on the very lowest tolerance for 'standard'. So number 2 crank went back to the supplier, who again was a gent regarding costs. It then transpired that this particular gent had a BRAND NEW 'BIS' crank on his shelves, and although he possibly had plans for its use, in the light of the previous problem, he agreed to to sell it to me, for a very sensible price. A quick check upon its arrival, confirmed by the 'engine-shop', assured me that this crank really WAS standard, so it was fitted, the barrels and pistons were re-fitted, and the big-end bolts torqued up.

With the crank and barrel/piston units all in place, these little engines are not difficult to build up. On went the sump, with 'silicon' sealer (very carefully applied) instead of the normal gasket along with the camshaft and followers,

timing-gear, timing-gear cover, fuel-pump, flywheel, clutch (new centre-plate) & all the relevant shrouding. It was beginning to look like a proper engine again!

My next big task was the cylinder head. When I removed the original cylinder-head, I wasn't very happy with what I saw there was a crack between the valve seats in one combustion chamber and both chambers had been affected by the ethanol found in modern fuels. I therefore decided to get a new head for the engine and really go to town with the 'porting'. I managed to find a brand-new (still in its 'factory' box!) late, high-compression 126 cylinder head and then had new valve seats fitted by an engineer friend of mine. This guy machines to a VERY high quality (to fractions of a thou) so he made and fitted new valve seats into the head in a material called "TROJAN" - a very high quality alloy-35mm inlet (up 2mm from standard) and standard exhaust. He also skimmed the head 40th (1mm) for me. Porting the head is NOT a 5 minute job; I reckon I spent the better part of 12 hours getting the head to the condition and specification that I was looking for—matching the inlet port to the inlet manifold and the exhaust 'elbows' to match both the cylinder head and the exhaust down-pipe. Inlet ports need to be smooth, but the exhaust port needs to be polished. Although tedious, I found it a very interesting, and satisfying job. Before I fitted the cylinder head I made a combustion-chamber 'blanking-plate' (out of 6mm perspex) and measured the capacity of the combustion chambers. By doing this, I was able to calculate the compression ratio which came out at 9.5:1. When one does this to ascertain the compression ratio, don't forget to put the head gasket that is going to be used between the cylinder head and the blanking plate when measuring the combustion chamber area.

Before I fitted the cylinder head and re-fitted the flywheel, I took the engine off the rotisserie (it is a lot lighter without those 2 items) and sat the engine onto the fitment board that sits on the head of the trolley jack. In my 'yoof' I could hump the 500 engine in and out without the need of a jack, and also lift it onto the workbench. Sadly those days are long past, so I use any tool that I can to alleviate strain - hence the customised deck on the head of the trolley jack. With the engine complete, it was fitted back into the car, fuel lines and all electrical wires fitted back into place and the sump filled with a high quality 'running-in' oil. At this stage with the rear cross-member left off, and with the engine still supported on the jack (the engine has a nice, flat 3.5 litre aluminium sump) I cranked the beast back into life - eventually. A lack of fuel was rectified by pressuring the fuel tank, and a lack of spark by replacing the recalcitrant electronic ignition unit. The engine idled fine, but as soon as I revved it, a disturbing engine rattle was apparent - oh sugar! So, out it came - again!

Various checks were made on the engine and one or two 'possible' causes attended to; very slightly too-long cam-sprocket screw being one (the tappets had been checked prior to engine removal - they were 'spot-on'). With the checks done and the engine all built back up, in it went. Cranked back into life, it idled nice and smoothly and quietly, but when revved - the light tapping noise was still apparent - aahh! and "oh sugar" were NOT 2 of the words I uttered! (no ladies or children's ears were hurt in the utterance of these words). Later that evening, a chance conversation with a friend of mine who lives "oop north" came up with a probable cause of the rattle—piston-slap! He had suffered it with his "fully re-built in Italy" engine, so knew what to listen for. Piston-slap is almost unheard of these days, and to be honest, it was never a problem on the cars that I got brought up on, M/Benz, so I had never heard it before to give me any reference point. Prior to re-fitting the barrels and pistons, I had given the barrels a good "hone", which, as it turned out, had taken the barrels from 'just acceptable' to 'out of tolerance' Again, (I am getting good at this!) the engine came out, was fitted to the rotisserie and stripped down. The barrels and piston were taken to our local 'engine-shop' where I was advised "6 thou clearance mate - should only be 3thou" - bother! I was lucky in that my friend in Italy was able to locate a pair of 77.33mm pistons, so these were taken down to the engine-shop where the barrels were bored to match -77.4m (0.07mm is 2.7559thou - clearance is actually 2.8 -3.5thou) I now have a 659cc engine - wow! With the new pistons and bored barrels back on the engine, the rebuild completed, the engine-oil put back in and the engine re-fitted (getting good at this as well), it was, with fingers well crossed, cranked into life...NO RATTLE! YIIPPEE!! The cross member was refitted, the engine cover supports put back on and all the loose ends tidied up.

I had decided that this engine would be VERY carefully 'run-in', so for the first 300 miles, revs were limited to 3,500 (4,000rpm on the gear-change over-run as no load on engine), at which point the oil was changed for another dose of 'running-in' oil, the head tightened down and the tappets re-checked. For the next 300 miles I extended the rev limit to 4,000rpm with 4,500rpm being the limit on gear-change over-run. At 600 miles, the engine was again changed, this time for a 'normal' 10/50 oil and all the engine settings checked. The engine goes very well and pulls strongly, to the point that keeping the revs limited during running-in, especially the 2nd 300 miles was not easy, it just wanted to go! The moral of this story - keep the revs to below 6,000!

Our club recently took part in the FBHVC 2020 National Historic Vehicle clubs survey and the results have now been released



FBHVC Federation of British Historic Vehicle Clubs.

PRESS RELEASE

17 Nov 2020

National Historic Vehicle Survey reveals significant contribution to UK economy

- Number of historic vehicles on DVLA database has increased yet again to 1.5 million
- The historic movement now worth over £7.2 billion to UK economy
- 4,000 businesses employing over 34,000 people
- 700,000 enthusiasts – up from 500,000 in 2016
- Overall, historic vehicles account for less than 0.2% of the total miles driven in the UK
- 35% of owners either already or are willing to contribute to a carbon reduction scheme
- 56% of historic vehicles are on SORN

The results of the 2020 National Historic Vehicle Survey have been announced by the Federation of British Historic Vehicle Clubs. The summary results were revealed during the Virtual Lancaster Classic Motor Show with Discovery, filmed at the NEC this month.

Historically, the Federation has undertaken this major survey every 5 years, the most recent being the 2016. However, in light of the very obvious impact that worldwide pandemic has had on the UK and is likely to have on historic vehicle habits, the survey was conducted earlier to represent a more typical year in 2019. The survey is the largest and most detailed survey of historic vehicle ownership carried out in any country. The results will help shape the future of the industry and will give the Federation of British Historic Vehicle Clubs the vital facts and figures needed to protect future of transport heritage in the United Kingdom at the very highest levels.

More vehicles, contributing more to the UK economy

Growth in the sector is the result of an increased number of historic vehicles registered with the DVLA, over the 2016 figures, to an incredible 1.5 million vehicles of all types from cars, buses and lorries to motorcycles, agricultural, military and steam vehicles. This represents 3.4% of all registered vehicles in the UK. Naturally, more vehicles mean more owners, 700,000 in fact, up by 200k on the previous survey in 2016.

The use of those historic vehicles and their need for services and supplies has kept spending healthy, with the historic vehicle sector now contributing an impressive £7.2 billion to the UK economy – that's more than the equestrian sector and significantly up on the £5.5 billion in 2016.

This revenue is generated from the nearly 4,000 businesses that support the movement employing over 34,000 people. Those businesses are working on ensuring the future of the movement as well, with over a third either employing or considering employing an apprentice.

The value of individual vehicles is widely spread, with 51% having a market value of less than £10,000 demonstrating a community of diversity and inclusiveness driven by enthusiasm. 44% are registered as on the road and ready for use.

The survey revealed that increasingly, historic vehicles are not used for daily transport. Indeed, the average mileage covered during the course of a year is just 1,200 miles, which equates to all the historic vehicles on the road accounting for less than 0.2% of the total miles driven on UK roads each year. Despite that tiny mileage for recreational and heritage uses, enthusiasts are clearly becoming more aware of the environmental impact of their activities, with 35% of owners saying they already contribute to, or would consider contributing to, a carbon reduction scheme. The Federation is actively researching options to identify tangible solutions for enthusiasts.

So, the headlines are positive and it's good news for the future of the historic vehicle community that, despite concerns and uncertainty around Brexit, the movement has continued to grow, develop and contribute a significant sum annually to the economy of the United Kingdom.

David Whale, Chairman of the FBHVC said, *"The significant value to the United Kingdom that the historic vehicle industry generates simply cannot be ignored by those in power. We face the most challenging times ahead over the next few years and these results give us the justification to ensure that our freedoms to enjoy our transport heritage continue unhindered. As a sector we cannot be ignored and will be instrumental in the recovery of our nation's economy post-Brexit and post-COVID. The most heart-warming news was that there are more enthusiasts than ever who are immersing themselves in our community and that is really positive*

for the future.”

The FBHVC will be releasing a more detailed report in mid- December 2020. Statistics are from the 2020 National Historic Vehicle Survey, carried out by the Federation of British Historic Vehicle Clubs during Summer and Autumn 2020. Other figures are from DVLA published statistics. JDA Research has been the FBHVC’s research partner for the 2020 Survey. JDA Research also undertook the Federation’s 2016 survey and is completing a worldwide survey on behalf of FIVA.

For media enquiries, please contact:

Wayne Scott – Classic Heritage PR & Media on behalf of the FBHVC

Email: wayne@classicheritagepr.co.uk Tel: 07759 260899

Editor’s notes

The Federation of British Historic Vehicle Clubs exists to maintain the freedom of its members to use historic vehicles on the UK’s roads, hence its campaign message: ‘Yesterday’s Vehicles on Tomorrow’s Roads’. The FBHVC has over 500 member clubs representing over 250,000 individual owners.

A historic vehicle is defined as any motor driven vehicle manufactured 30 or more years ago.

Website: www.fbhvc.co.uk

LAST MINUTE GIFT?

If you wanted to turn a photo of your favourite car or indeed anything else in to a face mask, there are now various places that can make it happen. This example is courtesy of Snapfish.co.uk (other photo gift suppliers are available!)



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MEMBERS WANTED AND FOR SALE

Please note that the 500 Fiat Enthusiasts Club only offers free advertising in this column to private individuals who are paid up members and not to businesses or commercial enterprises. The Fiat 500 Enthusiasts Club advises those placing or responding to adverts to take reasonable care as the club cannot endorse or accept responsibility for any items listed for sale or for any subsequent transactions.

FOR SALE



For sale is my lovely Fiat 500 L registered in 1970.

It is a RHD and I have owned it for 13 years. I had it professionally restored when I purchased it. Most of the panels are new and there is a photographic album of all the work completed including the bodywork, mechanical and repainting back to its original Positano yellow colour.

The engine is a 650cc rebuilt by Jimmy Di Carlo and fitted with a sports cam, performance exhaust and a larger carburettor which makes the car perform very well. The transmission was also built by Jimmy.

The front suspension and king pins have been rebuilt and front disc brakes fitted. The car is immaculate, wax oiled to death and has always been garaged.

Its first trip out following restoration was to a concourse where it won first prize for best classic car (trophy comes with car).

Sadly, the car is not being used and sits in my garage so time for a new owner. If the price is right, I will include a spare engine and gearbox plus a few other parts, including an original tiny Fiat 500 radio which is extremely rare.

The car is in Camberley. £12000 Please call Kate on 07787 806423

FOR SALE

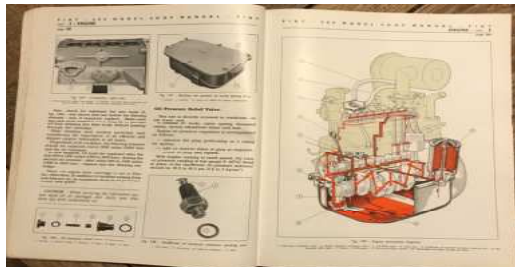
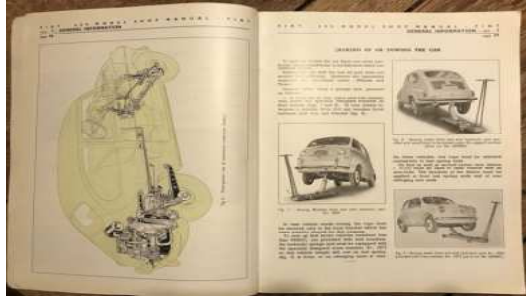
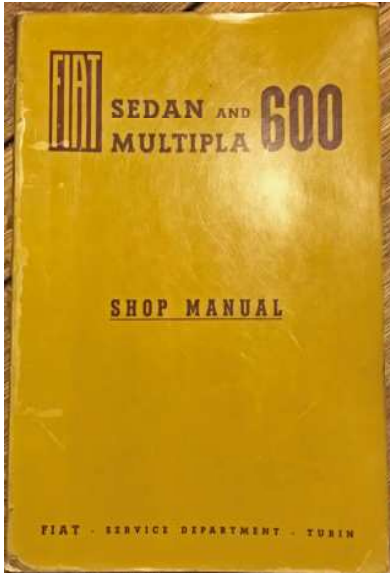
Autobianchi Fiat 500 Giardiniera. Affectionately known as Luigi, he is a yellow, LHD and gets a smile wherever it goes! Luigi is said to have been driven in Italy prior to being imported to the UK in 1973 (declared manufactured). It's bodywork has been restored and I have tried to keep everything as original as possible. Luigi comes with suicide doors, a single circular speedometer and fold back sun roof, all in working order. Mileage 07740. The passenger seat vinyl could do with updating and the rear driver's side hubcap is a bit loose.

Luigi is currently in Hertfordshire, but I will be moving to a hilly part of Dorset at the end of 2020.

Any best offers over £5000 considered. Contact Nat on 07887808220.



FOR SALE



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

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

Amazingly good condition for its age, very clean, very slight cover 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.

FOR SALE

WORKSHOP MANUALS

Haynes Fiat 500 Owners Workshop Manual.

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[See details on page 3](#)

2021 Drive it Day

scheduled for April 25th

FBHVC announce charity partnership with Childline®
for National Drive it Day 2021



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For more information contact Malcolm McKay

classicrallypress@yahoo.co.uk

At least 2 of our members are planning to take part, why not join us!

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Natalie Compton	Hertfordshire
Mandy Jones	Gloucestershire
Simon Wright	Gloucestershire
Mark Croci	Piacenza Italy
Gino Anzivino	Lincolnshire

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