

## Classic Chat

The monthly e-magazine of Amigos de los Coches Clasicos

### G is for Fiat Giardiniera



Rarely seen, but still available at reasonable prices, the Fiat Giardiniera (Gardiner's car) is a versatile and useable classic around town.

*See page 8 for the full story*

## Editorial

Well, the new committee recently had its first meeting after the AGM and was soon down to work. We welcomed Alan and Wendy to our midst and it is clear they have lots of new ideas and suggestions to share.

On a personal level, I would like to thank Chas for taking over as Event Co ordinator. After two years in post, now is a good time for fresh ideas and I know he will enjoy all the support and encouragement which was given to me.

Meanwhile, the full horror of Ruby's plight is laid bare on page 13. Let's have your stories of rebuilds and restoration to inspire and encourage us!

We get to meet some of our newer members when they were 'snapped' during recent events, so just go up and say "hello" when you see them! Look out; it could be your turn next.

And we look forward to our stand at La Alfoquia Community Fair and Show in October.

So, a bumper magazine this month. Enjoy!

Paul

## Committee Members

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## QUICK QUIZ

Answers on page 15

1. Who invented the first 'swinging arm' windscreen wiper?
2. Who invented the electrical powered windscreen wiper?
3. Which company first introduced intermittent powered wipers?
4. Hydraulic power has been used for windscreen wipers? True/false?

## Welcome to new members:

Ken and Maureen Oliver  
Keith and Sue Lakin

We hope your membership will be a long and happy one.

## In this issue

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## LAST MONTHS 'GUESS THE CLUB MEMBER'

Well, I won this month as no one managed to guess February's mystery member, Stuart Kerfoot



Thanks to Stuart for being a sport. Have a try at this month's Guess the Club Member.

# TECH TIPS

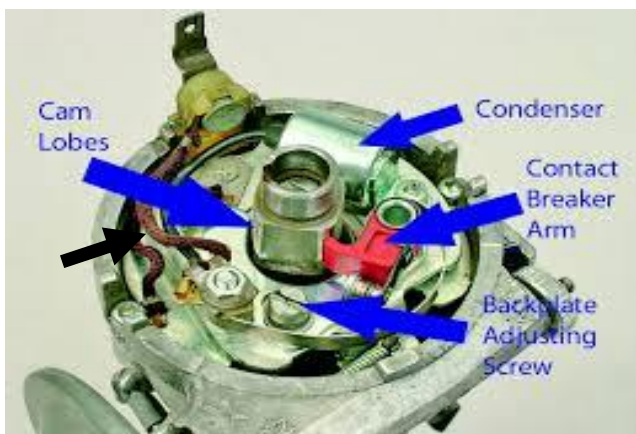
## Distributors ( 3 )

We continue our look at distributors, and again we need to generalise a bit, but the principle's the same.

The contact breakers, or points, are fixed to the base plate of the distributor. Also connected to the contact breakers is a device called a condenser.

Now, we won't go into the theory of how these work here, but suffice to say, the contract breakers control when the coil produces a spark for the plugs and the condenser prevents arcing at the contacts, which in turn promotes a strong spark from the coil. Still awake?

You need to check your car's handbook, but my advice is to change the contact breakers at every major service interval (5/6000miles) and I always change the condenser at the same time, although opinions vary on this.



## Tech Tips, continued

### Trick of the trade

If the surfaces of the contact breakers are pitted and have a deep blue colour, then the condenser is failing and should be replaced.

Lobes on the distributor shaft cause the contact breakers to open and close and a small 'dob' of grease must be applied to prevent wear on the contact breaker arm and the gap reducing in service.

Most distributors have a vacuum advance mechanism. This is a small canister fitted to the side of the distributor with a pipe connecting it to the carburettor. Make sure the pipe is in good condition as a leak will affect engine performance.

These types of distributors have a 'two piece base plate'. There is an earth wire (black arrow) connecting the moving section to the body of the distributor – check this is in good order as a poor earth will affect starting and running.

As a 'rough and ready' check of the canister, connect a clean piece of windscreen washer tube to the canister and suck. If the canister is operating you will see the base plate move round. Pinch the pipe and the base plate should not move back. If it does, it is possible that the canister is faulty.

Next time: setting the contact breaker gap.

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## AROUND THE WEB

A firm called Classic Car imports advertises a matriculation service for classic cars.

There website is: [www.classiccarsimport.com](http://www.classiccarsimport.com)

It's worth a look, but no recommendation is made or implied. Thanks to Wendy for the 'heads-up'.

For those who are unable to build a garage, for whatever reason, this is the best 'temporary garage' solution for ages. Expensive but good quality it seems.

The product is called Carapace and the website is: <http://jeran.com/about-carapace>

See page 6 for a picture.

### MONTHLY CLUB MEETING

While David and Sue were off playing on the 'white stuff', Chas stood in and did a sterling job ably assisted by Ray taking the minutes.

Thirty one members and guests crowded into our usual room and again the air was full of noise and laughter.

We enjoyed an unexpected presentation on 'elf and safety from our new Membership Secretary followed by updates on our planned activities for the forthcoming months.

To conclude we all had a good 'stab' at an excellent quiz presented by John Cooper and won by table team Paul and Wendy, Alan and Baz. No doubt they will squabble over who does the next quiz!

Before departing Keith and Sue Lakin signed up, so I'm pleased we didn't put them off! Welcome both.

### DATES FOR YOUR DIARY - 2016

#### March:

**Weekend 19/20<sup>th</sup> Caravaca (Spanish event)**

[clasicos-totana@hotmail.com](mailto:clasicos-totana@hotmail.com)

**Wednesday 23<sup>rd</sup> Social Lunch at Mazarron**

#### April:

**Thursday 7<sup>th</sup> Club Meeting**

#### One liners from Chas Longhurst

• How does Moses make tea? Hebrews it.

• Venison for dinner again? Oh deer!

• A cartoonist was found dead in his home. Details are sketchy.

• I used to be a banker, but then I lost interest.

• Haunted French pancakes give me the crêpes.

• England has no kidney bank, but it does have a Liverpool.

### Photo from the past – Guess the Club Member



Okay, so I think many will have more luck this month. Who is the lady in the blue top. Use the Zoom facility for a larger picture.

First correct answer emailed in will earn the lucky winner one of our fabulous club prizes at April's meeting.

## LETTERS TO THE EDITOR

*Peter Underdown writes with a couple of useful tips:*

“Here’s a quick tip for changing the timing belt on a car.

Step 1. Remove spark plugs to make engine easier to turn by hand.

Step 2. Remove all covers to access timing belt.

Step 3. Whilst turning engine slowly by hand cut timing belt in half along its length.

Step 4. Remove the front half of the timing belt leaving the rear half in place to maintain the timing alignment.

Step 5. Fit the new belt by putting it on the pulleys and pushing it on until it touches the remaining half of the old belt all the way round.

Step 6. Cut off the remaining half of the old belt and push the new belt into its correct position.

Step 7. Refit all timing covers and spark plugs.

Timing belt changed without having to worry about timing marks. Don’t forget to check the belt tension.”

.....

“When replacing the main bearings on an engine in the car - to remove the top shells remove the bottom half of the bearing and then place a small self tapping screw in the oil way of the crank leaving the head sticking out just less than the thickness of the shell. If you then turn the crank slowly in the opposite direction to the retaining lug it will push the shell out.”

## FUTURE EVENTS

### La Alfoquia Community Fair

Well, La Alfoquia Community Fair and Show may seem ages away (October) but we have started planning already.

As you may know, we have attended this charity event (rather like a country fete or fayre at home) for two years now and have a club stand to show off our vehicles.

We have lots of ideas for this year’s stand to make it even more successful than last year’s fantastic display of no less than 20 cars! (See *Classic Chat* November 2015)

Over the next few months we will be sharing our ideas, but to get you started this year’s stand theme is:

### **Come dressed in period costume to match your car!**

There will be a special prize for the best dressed couple / owner.

So, plenty of time to get your outfits ready for October.

Gentlemen just look in your wardrobe, ladies ask your friends, look in the charity shops, check out eBay and other websites; you’ll be surprised at what you can find.

For ideas, search for classic car adverts and posters. These often include street scenes or models with vehicles!

It’s sure to be great fun!

***Get Dressed Up at La Alfoquia***

## TALES FROM THE MOTOR TRADE

By Paul Gough

### School finishes, education begins

It may have the mid 60s, but the 'swinging' bit hadn't reached Bedford, or at least, not the rural village in which my family lived. And so it was, that a fresh faced, innocent 15 year old began his first job at the Ford Main Dealer in Bedford.

By way of settling in and waiting for my five year apprenticeship to begin, I was sent to the forecourt in a brand new white coat. These were the days when attendants dispensed the petrol for you, asked if you would like the oil checked, cleaned the windscreen and saw you off with a cheery wave.

One day, a brand new Ford Cortina Mk1 Super drew up near the pumps. The doors opened and out stepped two very (to my eyes) elegant, but unusually dressed ladies. It was quite a cold day and I thought they must be chilly in such skimpy clothes. Still, I thought, perhaps they are 'theatricals' or in the fashion business.

I was pushed out of the kiosk by my two seasoned colleagues to serve them. The driver, a tall blonde lady with red lipstick, said "Fill her up Dearie", which I did. I then went around to the front of the Cortina and started to clean the windscreen. 'Blondie's friend was trying to clean mud from the front wing with a duster. "It's not a good idea to rub new paintwork with a dry old cloth" I said helpfully.



She went to make a grab for me, "You cheeky bugger, I'll give you a rub with a dry cloth if I get hold of you". I beat a hasty retreat to the kiosk where my two colleagues could hardly stand for laughing.

It was later explained to me that the ladies were local 'Working Girls' and although I hadn't heard the term before I soon learned how they could afford a brand new Cortina.

A few days later the Cortina returned and again it was my turn to serve. Amid, sniggers from my two companions, I asked 'Blondie' how many gallons she would like. She put an arm around me and held me very tightly, "Ah, don't take any notice of them two, we don't bite". I can still smell the scent and the glimpse of a dusky chasm, revealed by a 'T' shirt inadequate for the job. Things were never quite the same again!

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The Carapace temporary garage  
(see Around the Web)



*Get  
dressed  
up at La  
Alfoquia!*

How were folks  
dressed when your  
car was new?

*Get dressed up at La  
Alfoquia!*

See  
'FUTURE EVENTS'



*What a day...  
I got my VW!*



Something more  
formal, perhaps?

*Get dressed up at La  
Alfoquia!*

See  
'FUTURE EVENTS'

## The A to Z of classics.....with a difference

**G** is for Fiat Giardiniera

Based on the Nuova 500 (1957 – 1975), designed by Dante Giacosa, the Giardiniera was the estate version of the ever popular saloon. The air cooled twin was laid on its side under the rear floor to give a flat load space and a three quarter length sunshine roof was available. The front doors were hinged at the rear and the rear door was side opening.

Production of the Giardiniera commenced in 1960 and in the late sixties, production was transferred to Desio where it was built and badged as Autobianci until 1977.

A van version was also available.

Giardiniera means 'gardener' in Italian.

Examples for sale in the UK range from £4000 to £8000 upwards and seem to be all lhd imports.

### Specification

Engine: 499cc, ohv air cooled twin. 17.5bhp at 4,600rpm

G/box: 4 speed manual, non sychro.

Dimensions:

Length: 3185mm (10'5.375")

Width: 1323mm (4'4"0)

Height: 1354mm (4'5.375")

Produced: 1960 - 1977, 327,000 units approx



**The Fiat 500 Furgoneta**



### Behind the badge

Fabbrica Italiana Automobili Torino (FIAT) was founded in Turin (1899) by a group of investors including Giovanni Agelli who later became the Managing Director of the company.

In 1925, the FIAT logo became circular, from an oval shape in 1904. The laurel wreath around the circle was to celebrate the company's victory in first competitive car races. The shape and design of the logo has changed repeatedly over the years, but usually featuring the distinctive letter 'A'.

The logo shown below is an example from the 1960s





# What we've been up to

## February's Run Out

The run on Sunday 21<sup>st</sup> February was organised for us by Ray and Sybil Perkins. Under cloudy skies no less than 29 members met in good time at the starting point, Bar Kalevala, where we soon filled the premises with chatter and laughter.



After coffee, we left in file for a run through La Alfoquia and out through winding, and for many of us, unexplored country roads, to Albanchez for a coffee stop on the outskirts of town.

Then on once more (we were lucky to have only a few spots of rain) to Cantoria and the A334 for the run back from Albox to Bar Kalevala for lunch.



A really great run out with views a plenty, so thanks to Ray and Sybil for looking after us. Thanks are also due to Sean and Doreen who always carry the can of petrol and bring up the rear in case of problems.

February's run continued,



Trevor and Paula Doyle from Mazarron



Ken and Maureen Oliver from Urcal

## March's Run Out

Peter and Karen Underdown treated us to a really enjoyable day out on 9<sup>th</sup> March, which must have been a stressful time for them as it was the first event they have organised.

It was a nice bright morning, although with a chilly wind, when we all assembled at the Bar Kalevala – we are getting to be regulars here now.

Over coffee and chats a chance was taken to snap a few more 'photos.



Keith and Joyce Mottersheds



Keith and Sue Lakin from Mojacar

Then off, armed with our route directions, turning for El Cucador and Llanos del Peral after which we drove through a ghost town of half finished villas – all illegal no doubt. And so, to Taberno for coffee at Lentisco.

March's run continued,



Believe it or not the car park was almost full and so the overflow parked in the street.  
Good to see the Riley RM back on the runs after brake problems.

Will and Charli Gater pose with Poppi the dog



Then we set off on what was prove a stunning drive through wonderful scenery and fields full of almond trees, many in full blossom. This took us out toward Velez Rubio, Bancalejo, and Lizaran (including a chance to wave at Karen's mum as we passed the Underdown residence) then to Saliente, past the monastery and down the winding road to the Restaurante Maria del Saliente for lunch.



Thirty members and guests are helped by our hostess, Karen.



Ten classics supported by 'soon to be classics'

So, thanks to Peter and Karen for a great day out, to Sean and Doreen once again for being petrol tanker but of course to everyone who supported the above runs. It's the members that make our club!

## MEMBER TO MEMBER

### ASK AN AMIGO

'Ask and Amigo' is a panel of members willing to give advice and encouragement to members with problems regarding their classic cars. Do you have experience or specialist knowledge, which you are willing to share with members in trouble? You don't necessarily have to be an 'expert', although it's great if you are. If so, email me on [prgoughxj6@gmail.com](mailto:prgoughxj6@gmail.com).

ADVISOR	EMAIL	KNOWLEDGE AREA
Bill Geldeard	<a href="mailto:wgeldeard@yahoo.com">wgeldeard@yahoo.com</a>	Jaguars. All pre and post war classic British sports and saloon cars.
Paul Gough	<a href="mailto:prgoughxj6@gmail.com">prgoughxj6@gmail.com</a>	Ford (UK) saloons and light vans 50's, 60' 70's.
Paul Rhodes	<a href="mailto:paulrhodes1932@gmail.com">paulrhodes1932@gmail.com</a>	Body and paintwork.
Peter Underdown	<a href="mailto:goatshedgarage@yahoo.com">goatshedgarage@yahoo.com</a>	General, plus hydraulics, pneumatics and electrical.

*Any advice given is without liability. There is no implied obligation for panel members to undertake any work. (Amigos de los Coches Clasicos is not liable for any loss, damage or other outcomes resulting from advice given).*

### THE SHARE BOARD

The Share Board lists equipment offered for loan between members. If you have any tools or equipment, which you are willing to share with fellow members, please email me on [prgoughxj6@gmail.com](mailto:prgoughxj6@gmail.com).

BLOCK AND TACKLE	Suitable for most engines up to 6 cylinders. Small selection of chains and brackets. Borrower collects. Paul Gough. Email <a href="mailto:prgoughxj6@gmail.com">prgoughxj6@gmail.com</a>
COLOUR TUNE KIT	Helps with mixture adjustment. Given to the club by Phil Wood. Paul Gough. Email <a href="mailto:prgoughxj6@gmail.com">prgoughxj6@gmail.com</a>
ENGINE CRANE	Mobile engine crane. David Fox. Email: <a href="mailto:davidfox55@yahoo.co.uk">davidfox55@yahoo.co.uk</a>
ENGINE STAND	Sturdy, universal engine stand. Fully mobile. Dismantles for ease of transport. Borrower collects. Paul Gough. Email <a href="mailto:prgoughxj6@mail.com">prgoughxj6@mail.com</a>
GENERAL WORKSHOP TOOLS	Available subject to workshop commitments. Ask for details. Bill Geldeard. Email <a href="mailto:wgeldeard@yahoo.com">wgeldeard@yahoo.com</a>
TIMING LIGHT	Multifunction, mains powered timing light. Peter Underdown. Email <a href="mailto:goatshedgarage@yahoo.com">goatshedgarage@yahoo.com</a>

*The loan arrangements must be agreed between members concerned, one stipulation is that it must be returned in the same condition as when loaned out. (Amigos de los Coches Clasicos is not liable for any loss, damage or failure to return).*

## A Story about Ruby – Barry Dennis's MGBGT. Part Two

By Barry Dennis

And so it came to pass lots of excellent outings, well four to be exact before my left foot became soaked in brake fluid, the clutch master had sprung a leak and needed replacing, quickly followed by slave cylinder, exhaust system, thermostat housing etc. (all the fun of owning an old car)

Then came the fateful day, the visit to SRS. All went well until we got to the point of turning off to get on the correct side of the road, in selecting overdrive out smoke was seen coming from the gear knob after what seemed an age the smoke stopped but the switch was U/S (old air force term for unserviceable) it looked like a simple switch replacement was needed. After parking at SRS for ten minutes or so the gear lever had cooled down and there was no sign of any smoke, the engine and everything else appeared to work ok, so no more was thought about, the journey home was no problem apart from no overdrive.

MGB Hive was contacted the following week and replacement switch and gear lever loom ordered, usually takes a week for delivery.



Next was to start to strip the gear lever assy out

in preparation to replace the loom. Gear lever came out ok but it was discovered that the whole loom had burnt out from switch to fuse box (the fuse never blew) to get to the loom I tried to gain more access by removing the tunnel carpet to no avail the gearbox has to be lowered to disconnect the reverse light switch and overdrive selector cables once the carpet was up that was the beginning of the problems.

The seats need to be removed to lift the carpet as they're bolted through to captive nuts, or the should be but on mine the nuts were definitely not captive and just spun round when I started to remove them the only way was to grind them out. Once the head was off they just fell into the chassis outrigger. So a repair section was required which means getting rid of all the paint etc to allow the mig to weld correctly. A few good clouts to remove the loose stuff and it looked like this.

One thing led to another and before long the whole right hand side of the car was perforated beyond belief, patches glued in place with mastic, patches made of bean cans pop riveted in place all with a good helping of stone chip for a disguise. By the time I had removed all the corrosion and poorly fitted panels the whole off side of the car was open with no floor pan and very little forward footwell, fortunately the outer sill, inner sill and castle rail was still in good condition although ~~had~~ lacked any form of rust prevention like paint or waxoyl.

I have included a few photos to show the extent of metal removal next time THE REBUILD

Cheers Baz

Thanks Baz, most of us have been there, so good luck with the rebuild. (Baz tells me Ruby is now well again and back on the road. PG)

Continued on page 14

**Ruby, Part Two, continued**



### CALENDAR OF EVENTS 2016

DATE	DAY	EVENT	ORGANISED BY	TEL No	COMMENTS	MORE INFO
7 <sup>th</sup> January	Thursday	Club meeting	David Fox	663738498		Completed
17 <sup>th</sup> January	Sunday	Monthly run out	David & Sue Fox	663738498		Completed
4 <sup>th</sup> February	Thursday	Club meeting and AGM	David Fox	663738498		Completed
21 <sup>st</sup> February	Sunday	Monthly run out	Ray & Sybil Perkins	646691813		Completed
3 <sup>rd</sup> March	Thursday	Club meeting	David Fox	663738498		Completed
9 <sup>th</sup> March	Wednesday	Monthly run out	Peter & Karen Underdown	950167156	See the almond blossom! Sierra Las Estancias	Completed
23 <sup>rd</sup> March	Wednesday	Social Lunch	Trevor & Paula Doyle	682546142	Inc 'mini run'	<b>See email 28.2.16</b>
7 <sup>th</sup> April	Thursday	Club meeting	David Fox	663738498		
10 <sup>th</sup> April	Sunday	Monthly run out	Joel & Florence Darget	661825274	Circular tour from Los Gallardos	
5 <sup>th</sup> May	Thursday	Club meeting	David Fox	663738498		
<b>May</b>		<b>Event to be organised</b>				
2 <sup>nd</sup> June	Thursday	Club meeting	David Fox	663738498		
4 <sup>th</sup> and 5 <sup>th</sup> June	Saturday and Sunday	Monthly run out	Malcolm & Jean Smallwood	607719691	2 night away event. Baza Lakes area	See email 30.1.16
7 <sup>th</sup> July	Thursday	Club meeting	David Fox	663738498		
July		Event to be organised nearer the time depending on weather conditions				
4 <sup>th</sup> August	Thursday	Club meeting	David Fox	663738498	No run in August	
1 <sup>st</sup> September	Thursday	Club meeting	David Fox	663738498		
25 <sup>th</sup> September	Sunday	Saliente Run	Paul & Mel Gough	694429029	Lunch at monastery	
6 <sup>th</sup> October	Thursday	Club meeting	David Fox	663738498		
22 <sup>nd</sup> October	Saturday	La Alfoquia Community Fair & Show	Paul & Mel Gough	694429029	Static show at Fair	
3 <sup>rd</sup> November	Thursday	Club meeting	David Fox	663738498		
16 <sup>th</sup> November	Wednesday	Monthly run out	Chas & Judy Longhurst	684215018		
December		Xmas Lunch / Club meeting / run out				

NOTES. Items in **bold** are changes from last month

#### Quick quiz answers.

1. Mary Anderson (New York) 1905.
2. Hawaiian dentist Ormand Wall 1917.
3. Ford US in 1978
4. True, e.g. Lincoln Continental '61 –'69