



# Newsletter

November 2008

No progress on the Club re-organization as we are still looking for a Treasurer to be able to set up the accounts needed to start moving things forward. So please everyone become very active in approaching anyone you know that has the necessary skills and may be persuaded to help us. It is stopping us all moving forward.

On the positive side the UK's Fulvia expert Peter Gerrish has promised to write us a series of articles of hints and tips on restoring and maintaining Fulvia's. He has been working on them for over 30 years and has rebuilt over 400 motors. Many of them, including his own, to race winning standards so they will be well tried and tested. See the Gerrish Garage below for the first article on Cylinder Head Gasket Replacement. They will also be posted on the website for easy reference for everyone.

Jim

## LAST EVENT

### Presidents Braai – Sunday 9th November



What a difference a week makes. We normally have this event on the first Sunday in November to miss the Christmas rush but had it a week later so there was no clash with the extended F1 season. This resulted in an amazing number of apologies from even our most faithful members due to clashes with all sorts of other events. However, the smaller numbers allowed for much deeper discussions resulting in the solving of many of the world's problems as well as passing on a lot of trivia. We also had time to admire the amount of work and improvements the Phil has put in on Peter's 1600 Fulvia. It also made possible much larger servings of Jenny's Bread & Butter Pudding, this year made to a very exotic new recipe.



Jim

## **FORTHCOMING EVENTS**

### **Garage Meeting – Lancia Stable – 12.30 Saturday 6th December**

See Phil's previous email for details, if you haven't received it contact either me or Phil



Jim

### **Timor Hall Classic Car Show – Sunday 25th January**



“The” show of the year. We will be having a Stand and Picnic as usual. Hopefully some of the new members will bring their cars along to give a bit of variety. Go to <http://www.classiccarandbikeshow.co.za/> or contact Riaan if you want more information.

## **THE NEW FULVIA**

The latest reports are that the New Fulvia is a go project and will be released at next years Paris Motor Show.

There will be some major changes to the original concept car as it will have a folding hardtop and be a full four seater based on the Grande Punto platform. For me this will take it too far away from the light and nimble original but may make it a sales success in todays market.



Jim

## **THE GERRISH GARAGE**



**A**s I intend to retire in February, (very significant birthday) I have handed lots of my spares over to John Day of TNI Motorsport who does very good work and knows Fulvias well (tel. 01474 855666). Thus, in my spare time ('ho, ho, ho') I have decided to write up a few more hints and tips for Fulvia owners. To over 400 of you who have been my loyal customers over the last 30 plus years, thanks and 'keep 'em rolling!'

There are probably lots of different ways to replace a Fulvia cylinder head gasket, but this is 'my way'! Release exhaust manifold at cylinder head face. Remove inlet filter housing and inlet trumpets. It's much easier to take carbs and manifold off if you require to on the bench, as lower bolts are very well hidden. Take off rocker cover.

Get engine to TDC where lines on flywheel/bellhousing and camshaft/front cam caps line up. Prise up camwheel lock tabs and slacken bolts. Re-check timing marks, then wire tops of each cam wheel to the chain. If the cams insist on moving all by themselves, slack off the tappets.

As with re-timing camshafts, the chain tensioner should be released. The spring cap can be seen down the inlet side of the head and is located at about the same level as the water pump. A small torch is a must! You will need a long 3/8" wobble bar or a good flexible joint, long extension plus in either case, a 6-point 13mm socket, all of which must be a tight fit if you are not to lose anything in the sump. I wrap masking tape round all 3/8" squares and jam them well into each other. Carefully undo spring cap (item 21 on S2 parts list diagram) and leave on top of spring.

Take off camwheel bolts, catching thick washers and dowels (not loose on S3 engines with fixed timing) then lower camwheels and chain while head is removed. This is probably easier done with two people present, and a piece of welding rod hooked onto the centre of the chain may help removal and refitting.

Make sure head is flat, especially if your engine has been doing 'kettle' impersonations, and clean the bolt hole threads in the block with an M8 plug tap and always clean up the bolts with a wire brush. (No point in torquing bolts into plugs of debris!).

I never re-use bolts with Fiat written on them, get new head bolts, allen cap screws are available and these can be initially tightened (progressively to approved positions on diagram) to 25 ft/lbs. All subsequent checks to 23 ft/lb: as per the manual. Gasket compound is not required, a smear of engine oil on head and block faces works fine. Locate gasket on block using approx 30mm long dowels in outer front, cam cover bolt holes, otherwise it will skate down hill during fitting. These are replaced with the correct bolts once the long head bolts are in, especially the two slightly thicker dowel bolts fitted on opposite corners.

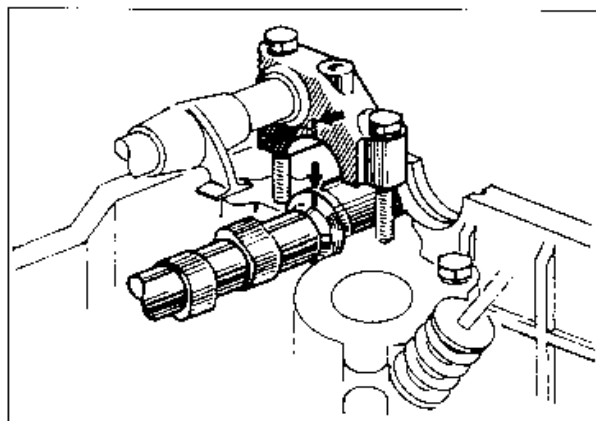
Pull up wheels to final positions, re-check timing marks and re-fit dowels, washers and bolts and tighten to 45 ft/lbs. Clench lock tabs.

Carefully re-locate socket on spring tensioner cap, press down and re-tighten cap to 1 9ft/lbs.

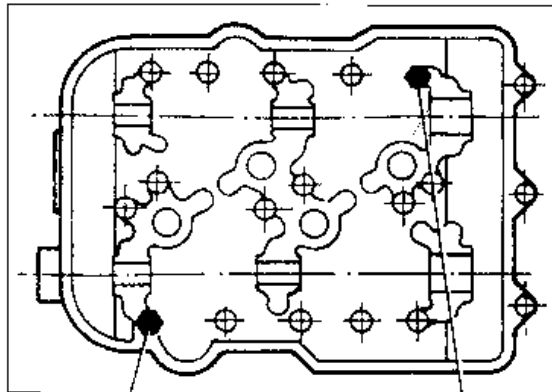
Replace all the other parts in reverse order.

If you do not understand all this perfectly, ask yourself if you should be doing the job at all! There are people out there who will do this work, but not me any more!

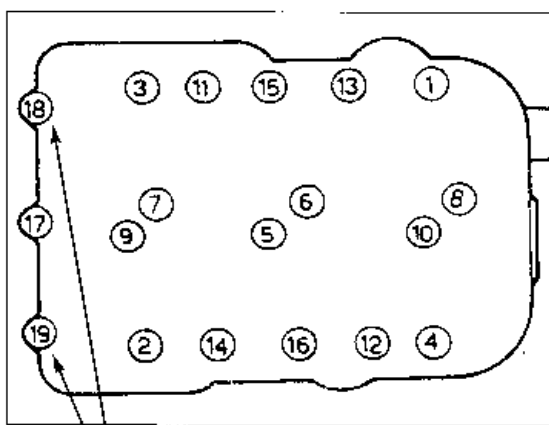
Cheers, see you at Fulvia 50 (2013 according to me, I'm sure your Committee have it in mind!).



Camshafts fitting markings (S1 and S2).



Cylinder head locating dowel-bolts. Unscrew the pilot studs previously fitted and screw the other set-screws. Tighten all cylinder head set-screws to the torque of 3.2 Kg/m (23.1 lb/ft) for the standard set-screws and to 2 - 2.3 KgM (14.4 - 16.6 lb/ft) for the Fiat type set screws in the sequence shown in the picture.



Cylinder head locating dowel bolts or short. Cylinder head tightening sequence.

Peter

## FOR SALE

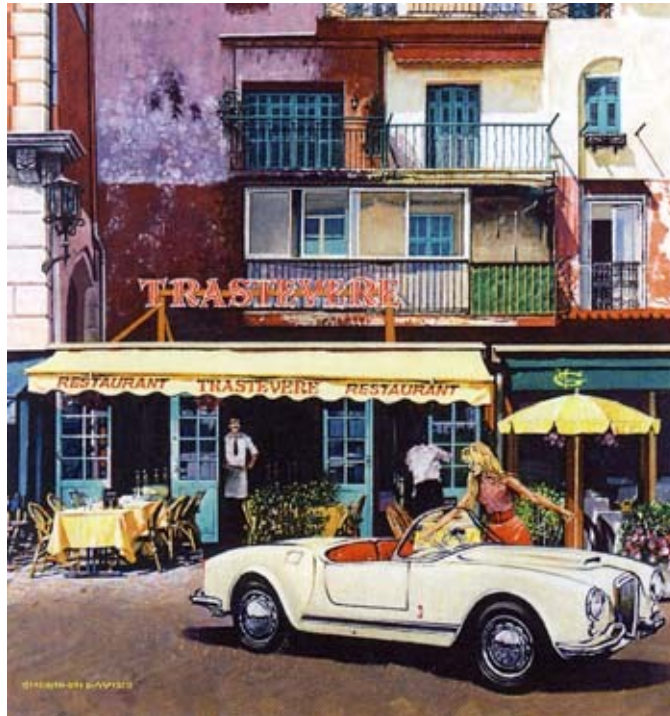
Check out website for the latest bargains.

## Quote of the Month

Bernie Ecclestone : - " There's no room for failure . It's the quick and the dead "

Chris

## TAILPIECE



## CAPE LANCIA CLUB

Club Website: [www.lancia.za.org](http://www.lancia.za.org) now regularly updated.

## 2008 Calendar (Provisional)

December 6<sup>th</sup> – Garage Meeting  
January 25<sup>th</sup> – Timor Hall

## COMMITTEE

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**URGENTLY  
REQUIRED**

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