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Southern members meet on the final Tuesday of each month, January through to November, at the Civic Club, 134 Davey Street, Hobart.  
The committee meeting is held between 6.30-8.00 pm. Drop in any night.

CMI's AGM is generally held at 7 pm on the last Tuesday of November at the Civic Club, Hobart.

All contributions to Veloce Nota are welcome and when published earn points towards the Clubman of the Year Award.

Please send all letters and contributions to The Editor:  
[cmi.editorial@gmail.com](mailto:cmi.editorial@gmail.com)

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The Lufra hillclimb is behind us, revived after a couple of years in the wilderness. Next thing to look forward to is the Domain Hillclimb and of course the Baskerville Historics, for me one of the best events of the year.

Unfortunately I won't be competing, for two reasons:

First, I was supposed to be competing in the Snowy river Sprint in Victoria, which clashed with the Historics. When that event was cancelled, I was free to enter the Historics—but I don't have a running car at the moment, due to the OT 1600 having a boxful of neutrals and me attempting to install the VW box.

And then there was Targa Great Barrier Reef. John was supposed to be in it, co-driving for John Stanton in the Porsche 924 Turbo. John S. was unable to get there from NSW due to border closures, and we were then unable to fly to Cairns for the same reason, so there went a family holiday.

I'll probably go along and give somebody a hand in the pits, just to avoid withdrawal symptoms.

And in the meantime I need to get my finger out so that the OT is running and tested before Challenge Bathurst, in which I have an invitation to compete. But with Covid-19, who knows?

I have occasionally mentioned that Chris Wiggins of Midway Point has been building a Fiat 124 Sport Sports Sedan, combining his own Holden-powered hand-built special with a log-booked sports sedan body that used to tear up the tracks in Tasmania. It's finished and it's gorgeous.

On another note, did you know that there is only one company in Australia that reconditions ignition distributors? They are called Performance Ignition Services, and are a pleasure to deal with. When I asked them if they had a Bosch advance spring, they sent me two, free of charge. They even paid the postage. So remember the name when you're fiddling with classic ignition.





This piece was meant to be about Club Motori Italia's 2021 Lufra hillclimb. That was the intention, anyway. But two things derailed these flimsy intentions: the event's course car - Mike's remarkable 1923 Ansaldo 4CS - took my eye, then my mates, Tony and Angus, whose family shack is just up the road from the starting line, thoughtfully put on a barbecue. Huddle behind a telegraph pole, trying to capture the perfect action shot or sit in a comfy chair, replete and with a beer in hand,

enjoying the spectacle? Forgive me for I am weak!

According to a handy plaque that accompanied the Ansaldo, the marque was manufactured in Turin, Italy, as well as in an ex-



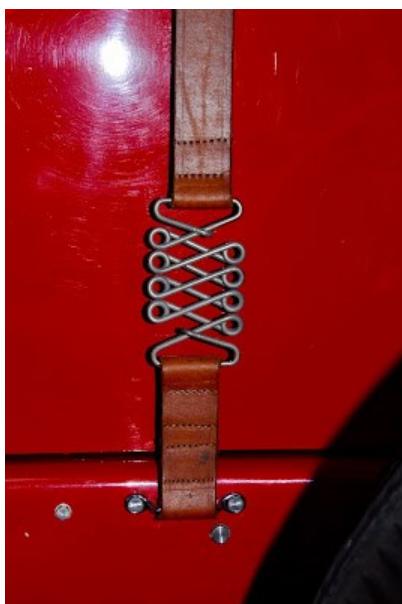
World War 1 aircraft factory near Genoa, between 1920 and 1935. Although almost unheard of today, Ansaldo was at the time an industrial giant producing railway components, ships and armaments, as well as being involved in general mechanical works. At one time Ansaldo SA had as many as 55,000 employees.

A similar car to Mike's - Ansaldo 4A - was the first car to be raced by motorcycle ace Tazio Nuvolari, who Ferdinand Porsche described as "the greatest driver of the past, the present, and the future." Nuvolari competed for Alfa Romeo's factory team, Alfa Corse, as well as Scuderia Ferrari and Maserati. Wikipedia lists his victories as including "24 Grands Prix, five Coppa Cianos, two Mille Miglias, two Targa Florios, two RAC Tourist Trophies, a Le Mans 24-hour race, and a European Championship in Grand Prix racing." For further information regarding this iconic Italian racing driver, I strongly suggest the following link: <https://velocetoday.com/nuvolari-speciale/>.





Mike's 4CS is powered by what was, at the time of manufacture, a highly advanced two litre, four cylinder petrol engine featuring a skew gear-driven single overhead camshaft, with a cross-flow head and hemispherical combustion chambers. It has a



stroke of 120 mm and a bore of 72mm, and is fed by a single Stromberg carburettor with a Scintilla magneto generating the car's electrical charge. Somewhat worryingly - possibly for Mrs Mike and quite likely for Mike himself - the 4CS is not fitted with front brakes, relying instead on some not particularly substantial looking rear drums. Adding to this, Mike admits that down-shifting isn't always as smooth as it could be, something to do with the depth and angle of the cogs' teeth. The car was restored by John Kennedy, although I believe that some of the final touches - the knapsack-style luggage carrier and the like - may have been Mike's work. Either way, it is a thing of great beauty and historical significance, as well as being

the most magnificent ambassador car for the Lufra event, easily worthy of a similar role at Goodwood or any of the great historic racing circuits of the world.

There are no photos of Tony and Angus's barbecue. However, for the record, we had plump and juicy pork sausages, succulent lamb chops, a salad and Boag's draft beer. Thanks, blokes!



Adapted from [uppermiddlepetrolhead.blogspot.com/](http://uppermiddlepetrolhead.blogspot.com/)

# Lufra Hillclimb Results

CMI Lufra Regularity Hillclimb - 21st August 2021 - Official Results		Comp #	Driver	Car	Points	Run #1	Run #2	Run #3	Run #4	Team	Outright
12	Rhys Silver	red/white Leyland Mini	87	16	87.4	87.2	86.5	87.0		1	
53	Garry Griffiths	silver Subaru WRX	86	18	86.4	86.2	86.6	85.7		2	
121	Matthew Keating	multi Mazda 121	93	20	93.5	93.6	92.7	93.3		3	
454	Casey Price	thunder Mini GP2 t	86	20	86.4	86.2	85.6	86.6		4	
38	Graham Mitchell	silver Mercedes 380	92	28	91.8	91.2	92.2	91.7		5	
7	Rob McIntyre	blue Hyundai Excel	87	33	86.8	87.6	88.0	88.3		6	
85	Tristan Roberts	rosso Fiat 850 sport	98	36	98.3	98.1	98.9	100.3	Fix It Again Tristan	7	
911	Jerzy Stopczynski	black Porsche 911SC	86	39	86.9	86.1	85.4	87.7	Team Bergmeister	8	
49	John Dowling	argentoo Alfa Romeo 147	90	41	90.8	91.5	90.6	91.2		9	
24	Bachar Townsend	blue Austin Healey 100 BN8	97	52	96.7	97.6	100.0	98.0		10	
80	Damien Moore	white Nissan 350Z	86	52	86.1	85.3	88.4	87.3		11	
77	Matt Stephens	blue Hyundai Excel	87	53	86.5	87.3	85.4	86.7		12	
888	Zenan Mayne	graphite Mercedes	88	67	87.4	88.3	92.6	87.7	Team Bergmeister	13	
88	Philip Blake	red Mazda MX5	92	73	92.4	94.4	95.4	93.1		14	
18	John Lucas	rosso Ferrari Mondial T	87	75	88.9	86.7	91.8	86.9		15	
130	Gary Lucas	nero Fiat Abarth TC130	94	82	92.7	96.1	96.9	94.6	Fix It Again Tristan	16	
2	Tim Davidson	blue Subaru Impreza WRX	87	90	84.8	86.1	87.2	89.6		17	
31	Angus Haydon	white Nissan Skyline R31	86	90	88.3	88.6	87.6	88.5		18	
27	Byron Saunders	black/green Nissan Pulsar GT-R	86	91	85.2	85.5	83.6	87.7		19	
9	Greg Hayes	silver VW Golf GTi	86	98	85.8	84.1	86.1	91.5		20	
4	Leigh Ford	white/black Honda Integra	86	102	92.6	84.7	86.8	86.2		21	
22	Julian Tiago	red BMW Z4M	98	107	96.9	101.5	97.1	96.4		22	
154	Michael Hobden	silver/blue Porsche Carrera Spyder	100	120	99.0	104.5	102.7	102.8	Team Bergmeister	23	
40	Marcus Hart	union jack white Morris Mini	95	127	93.6	91.6	96.4	96.7		24	
8	Chris Edwards	blue Bentley special	106	131	103.8	109.9	108.3	108.5	Amici Tres Scuderia	25	
55	Chris Smith	red white blue BMW	90	136	86.8	88.5	88.9	91.8		26	
20	Bill Griffiths	black Aston Martin	100	143	102.9	97.0	99.5	104.4	Amici Tres Scuderia	27	
3	Phil Sawers	white Holden LC XU1 Torana	86	149	85.2	84.9	85.2	95.5		28	
52	John King	yellow MG B	97	149	97.8	98.7	105.0	101.4	Amici Tres Scuderia	29	
23	Hamish Elliot	silver Hyundai Getz	88	160	93.7	91.5	91.1	91.7		30	
525	Bruce Heron	yellow Triumph Dolomite Sprint	88	175	86.2	91.6	91.6	94.7		31	
174	Phil Isaac	white Toyota Starlet	92	180	94.7	95.3	97.6	98.5		32	
50	Enrico Fidanza	blue Subaru Impreza STi	86	195	89.3	86.0	82.0	81.9		33	
43	Philip Tompson	red MG TF	115	208	116.5	121.4	121.6	121.3		34	
42	Leigh Martin	red Austin Healey 3000 B8	101	210	98.1	97.5	100.0	97.9		35	
15	Ian Cunningham	cream Morris Minor series 2	93	265	96.7	89.2	88.1	98.2		36	
14	Glen Clements	tudor white Daimler double 6 V8	120	304	114.6	113.2	118.5	118.6		37	
100	Darryl Bennett	yellow/green Suzuki Swift GSi	86	335	89.2	86.9	92.9	108.5		38	
28	Aaron Bugeja	green Toyota Starlet GT	86	336	91.7	92.1	98.5	95.3		39	
16	Michael Muldoon	red Mazda MX5	100	527	107.4	91.3	94.0	92.0		40	
5	Shaun Kirk	maroon Subaru Impreza WRX	90	89.1	88.1	93.1			DNF		
17	Owen Biggs	yellow/blue Ford EB DJ Falcon	105	89.6	91.2	92.6			DNF		
25	Bruce MacLean	black Renault Megane	88	100.2	94.4	97.3			DNF		
33	Peter Lowe	nero Alfa Romeo Sprint	106	105.1	105.3	107.2			Fix It Again Tristan	DNF	





**‘How do you fancy a road trip up to Launceston? I’m going to look at a car. It’s Italian, red, has zero rust, very rare, with a twin cam engine...’**

Gary Lucas replied with interest, then tried in vain to guess the car I was sniffing around. Impossible of course. Nobody on the planet remembers the Fiat Regata, it must be one of the most instantly forgettable cars ever made, and appears it was designed by a child. As a sedan it has the classic but dull three box design; to my mind the station wagon is slightly less challenged aesthetically. The seller proudly enlightened me to the fact that this car was designed on a Commodore 64. Now I don’t know if that’s true, but it seems possible an object this square, and this uninspiring,

could have been designed on a computer with less processing power than a modern kettle. If Lego made a Technics kit of the Regata, it would undoubtedly be ‘Skill Level 1 - suitable for ages 5 and above’.

Rewinding, I needed another car like a hole in the head, but I’d seen on Gumtree an advert for this very original Fiat Regata 100S Weekend. Lead us not into temptation. It’s a 1986 car, one family since new, and the station wagon is the ‘Weekend’ bit. Nice, and kitsch, like the Toyota Picnic or Mazda Bongo Friendee. The 100S is the range topping lightning fast 1.6 twin cam, and this is one of the late carbureted cars just before injection engines were made available, and they flipped the intake and exhaust manifolds around. I

could not a) remember when I last saw a Regata, even a sedan, alive or dead, b) ever imagine owning one and c) ever recall even thinking about one. Being a curious POM I decided I’d check out the survival rate of these things on the UK website ‘howmanyleft.co.uk’; any model of car can be searched for, with results coming from the UK vehicle licensing database. I was expecting low numbers, but what I wasn’t ready for was the astonishing fact that every single Fiat Weekend 100S in the UK died twenty years ago! None exist, on or off the road there. I found this obscure Fiat really appealing. It is truly a survivor, a relic and a shrine to automotive mediocrity from the 1980s.

Gary kindly agreed to sacrifice his Friday, and at least a large



amount of his street cred, by driving the Mazda 121 jelly bean back from Launceston should I buy the car. Which I did.

We arrived about lunchtime, still eating muffins; a respectable neighbourhood, a neat house and well manicured garden, and the red Fiat was sitting in the driveway looking presentable in the sun. Very promising. Alfio the owner was an old school type, a man of his word, showed us his other car, a 71 Alfa I think. He's been gradually restoring it over time.



After a poke around (there really isn't ANY rust - at all) and a test drive, we stopped by the bank

and I withdrew the cash, did the deal, and Alfio treated us to a celebratory liqueur for the road. Alfio has been involved with the Italian car scene for a long time, and so gladly agreed to knock \$50 off the asking price because we knew Tristan! He did say if I WAS Tristan it would have been \$200, but hey ho. I'm not.

We loaded up both cars with assorted bits of all those many dead Regatas Alfio included in the deal and hit the road back to Hobart. The Fiat went OK, a bit down on power and sluggish to my mind, but made a nice exhaust noise. And lots of wind noise too, but then it is in the shape of a large house brick. We stopped at Campbell Town for a very late lunch (both of us were utterly starving), continued on and made it home safely. As darkness fell it was apparent most of the switches had no illumination, it was a very black and unfamiliar cabin, but I managed to fumble around and find what I needed. Including how to operate the full beams: pull the lever down, Matthew – that seems odd.

I told Phil Blake about my latest car purchase. His response:



'Why did you do that, Matthew?'. No sense of nostalgia or adventure, that man.

The Fiat is my first Italian car, and may be the rarest and least desirable car I'll ever own, which seems a contradiction. Some of you may know I have an Austin A30 and joined the club about 18 months ago, because I wanted to get into amateur motorsport, and being one of those outlying types that didn't really belong anywhere, Phil Blake and CMI adopted me.

Some impressions of the Fiat so far: it handles well, surprisingly so. The ride is a bit bouncy at the rear on rough roads but generally very comfortable. It has a transverse rear spring. Brakes work but do remind me of stepping in wet concrete. Steering is precise, a bit heavy at low speeds (no power steering), and there is some unexpected torque steer, which may be something that can be resolved with TLC. The turning circle is amazingly small, the best of any car I have ever owned. And possibly why Regatas were popular as taxis in some places.

I adore the beige brown corduroy upholstery, which is in great condition and so very 1980s. The seats are really comfy. And

the heater control module is a museum-quality, crude but entertaining early electronic device with two rows of LED lights, one for the temperature, another for the fan speed; it will remind you just how far the World has come since 1986... and what simple things impressed us as 'state of the art electronics' back in the day, that we now know are crap. Remember the Sony Walkman? Exactly. It has front electric windows, central locking, and a nifty emergency torch that plugs into the cigarette lighter. Assuming that when you break down, it's not because of.. a flat battery.

The tailgate is an interesting and very practical two-piece clamshell design, opening up to provide a flat loading area, and the rear seats also fold down to create a large load space (bed?). Although this car's workhorse days are probably over.

Another interesting bit of design with this model is the use of fibre optics for illumination of controls. There's a bulb and holder in the steering binnacle transmitting light to various switches; it's a neat idea.

A month in and here we are today. I've been driving it mostly at 'Weekends' (couldn't resist), dry ones, not in the rain of course, I mean, don't you realise it's a 1986 Fiat? (In hindsight it should probably have been called a Fiat Regata Dry Weekend 100S). Some admiring glances, or perhaps it's more condescending stares. It's such an odd car, in modern traffic it



looks so geeky and so out of place, but I do like it. It's Napoleon Dynamite on wheels.

There's been a lot of spit and polish so far (after all, the car is red), brake fluid and oil change, wipers, and some electrical fixes. Struts for the tailgate are on the way. A Haynes manual recently arrived. Twice so far the car has mysteriously died in the mid rev range without warning, and it feels like fuel starvation; it revived itself soon after. That might be a dirty carburettor or filter, or a tired fuel pump, or possibly Italian character, but needs sorting out.

I'm planning to catch up on maintenance: a timing belt is close to top of the 'to do' list, a driver's door hinge is needed, and to explore the fuel and ignition systems to get the car running with more beans. And find myself a good shell suit. And grow a full moustache.

Thanks Gary for all your help!



### Alfred Buchi Remembered

Bill Freame

If you drive a turbocharged vehicle, then it's time to remember the earliest days of experimentation by the fathers of turbocharging, and in particular Alfred Buchi, the Swiss engineer. Alfred Buchi was the son of Johann Buchi, the Chief Executive of Sulzer, a giant engineering firm involved with the building of diesel engines for shipping. Alfred was born on 11 July 1879 in Winterthur, Switzerland and grew up there and in Ludwigshafen. His education included gaining a degree in 1903, in Machine Engineering, in Zurich. He honed his skills in engineering by employment in Belgium and England before returning to Switzerland in 1908. From his expertise in steam-driven turbines, he was keen to improve the efficiency of the internal combustion engine by the previous experiments by Gottlieb Daimler in 1885 and Rudolf Diesel in 1886, where they had increased power output and reduced fuel consumption by introducing compressed air into a running engine. Alfred was granted a patent (No 204630) on 6 November 1905, by detailing a highly supercharged compound engine by the combining of a compressor wheel, radial piston engine and an exhaust driven turbine, on a common shaft. Availability of materials that could tolerate the heat involved with channelling the exhaust gases through the turbo, and suitable fuels, were the severe stumbling blocks for many years in turbocharger development.

No doubt with the help of his father, in 1909 Alfred Buchi joined Sulzer to research diesel

engines, concentrating on large marine engines and continuing to research the turbocharging of such large engines. By 1911 Sulzer had set up an experimental turbocharger manufacturing plant. He had produced a prototype for diesel engines by 1915, intending for it to be used for high altitude aeroplane engines. Maintaining boost pressure control was a problem that was not immediately solved, so the idea was not adopted at that time. In 1923 the German Ministry of Transport placed an order for the construction of two passenger liners, the 'Preussen' and the 'Hansestadt Danzig' with each to be powered by two 10-cylinder diesel engines. By using turbochargers designed by Alfred Buchi and built by BBC (now ABB) under his supervision, the turbos boosted power from 1750 up to 2500 HP and also improved fuel economy.

Meanwhile others had been involved with the development of turbocharging. In the 1900s General Electric were already mass-producing them. Dr Sanford Moss was experimenting with aero engine altitude improvements by testing while still on land at over 14,000 feet at the top of Pike's Peak in Colorado. These experiments were instrumental in the introduction of turbos for aero engines. In 1920 a LaPere Biplane with a 12-cylinder Liberty engine got to 33,000 feet without losing boost and with further developments and testing over the following year they were at 40,000 feet. Thus, by WW2 many fighter planes and bombers were fitted with either turbochargers or superchargers to increase their operating altitude.

Alfred Buchi died on 27 October 1959 before his invention had

been introduced on the Oldsmobile Jetfire in 1962, the first production automobile to be turbocharged. He would be absolutely amazed at the acceptance of his turbocharger now, for our everyday vehicles as well as on race cars, long-distance trucks and huge earthmoving equipment. His (and many others') years of hard work and materials development are now justified.

For the wife and I, our daily drivers (between lockdowns) are turbocharged diesels, which give amazing performance and astounding fuel economy. So, thank you Alfred Buchi, I will be thinking of you on 27 October, the date of your passing, but I will most certainly be happily celebrating on 6 November, the date your patent (No 204630) was granted. Thank you Wikipedia for details for this story.

Bill Freame



*Nowadays they come in all shapes and sizes...*

In the last issue of *Veloce Nota* I mentioned that the OT 1600 was more or less in bits. It has now reached such a critical lack of mass that my entry for Challenge Bathurst, while it has been accepted, is doubtful.

The Volkswagen Beetle gearbox, with its new clutch and alloy flywheel, went onto the engine eventually, kicking and screaming all the way. Then it was a matter of offering up the engine/gearbox assembly to the car. The main engine mounts mysteriously didn't line up, and the bolts had to be persuaded to go through.

But it wasn't that much of a mystery. The VW box, which is asymmetrical, was touching the side of the tunnel through which it has to pass, between the transmission mounts. Even getting in there with an angle grinder didn't make it fit. So now I have to take the engine and gearbox out again – for the fourth time – and weld up the ground edges of the transmission mount, and then move the whole box and engine across about 18 millimetres to get clearance. This means shortening one engine mount and lengthening the other by the same amount. Chris Wiggins will be doing the job for me.



In other news, the mounting of a pair of 45 DCOE Webers has allowed me to move the distributor from the top of the engine to the side of the engine, and therefore to install a hotter cam-shaft on the exhaust side. This necessitated making an adjustable camwheel, for the reasons spelt out in the last issue of *VN* by our hot-rodding friend. The distributor has acquired a new top bush (cannibalised from a Fiat water pump), but it also awaits the repair of a thread I stripped last night, which holds the clip for the distributor cap...

I know all this makes me sound like someone who shouldn't be let loose in a workshop, but I did do a very simple job recently that worked, and that I was pleased with.



Bitter experience (again) has shown that the bolts on my drive shaft flanges are prone to coming loose, so I like to safety wire them. This means drilling holes across the heads. Two is enough, but drilling them has its pitfalls. For one thing, it's high tensile steel. For another thing, when you drill the second hole, you have to cross the path of the first hole, and it's horribly easy to break the small drill you're using as it tries to take the easy path to the outside world.

First problem first: how do you hold the bolt while you drill it?

What I did was tap a hole in the end of a piece of aluminium rod and screw the bolt into it. This gave me a 'handle' that did a couple of jobs; it lifted the flat of the bolt head into a horizontal position for centre punching; it gave me something to clamp in the vice other than the bolt threads; and it made aligning the bolt head with the drill bit quite easy.

So you drill the first hole. No problem as long as you lubricate it well. The trick to not breaking drills in the second hole – as I found out by breaking one – is to go gently, feel the moment when the drill breaks through into the empty space of the other hole, and then equally gently introduce it to the far side of the second hole. I managed 23 of the 24 holes I had to drill in this way. Pics show some of the new bits on the car, the alloy 'handle' in action, and a few of the steps in creating the adjustable camwheel.

(Also, thanks to Michael Muldoon, who lent me his car for the Lufra hillclimb in the absence of my own.)



*Opposite page:*

*The Xtreme clutch, and the alloy 'handle' for drilling bolts in action.*

*This page:*

*One of the camwheels cut up, and turned to a circle on the lathe, and then matched with a second camwheel that has had just the centre bored out.*



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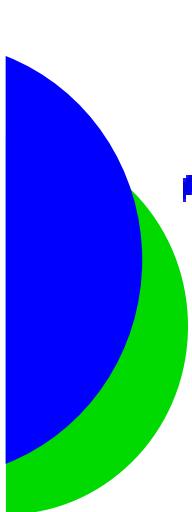


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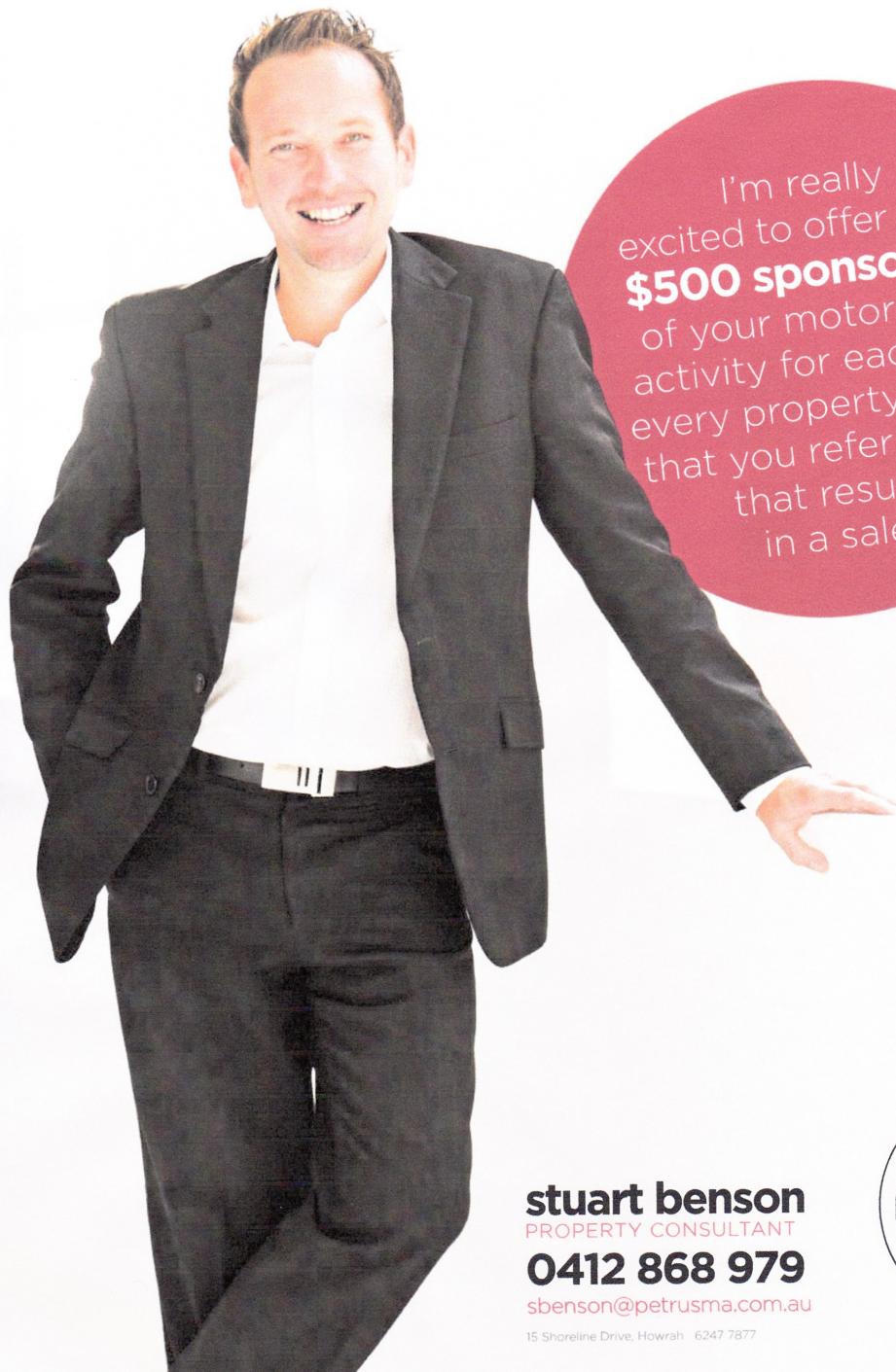
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