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1 January to 31 December
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Motorsport/Competition \$65
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Note: Applicants who wish to join part-way through the year will be charged a pro-rata membership fee based on the number of months left in the membership year. See the application form for details.

Meetings

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

Disclaimer

While every effort is made to ensure the accuracy of the information, advice and responses in this newsletter, neither Club Motori Italia Inc nor its officers or members accept liability for any loss or damage arising.

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On the right is part of the rear cover of *Mille Miglia* by Mike Lawrence, an account of the history of one of the world's great road races right up until 1957. It was banned in that year because of the accident that killed works Ferrari crew Alfonso de Portage and his co-driver Eddie Nelson, as well as five adult and four child spectators. (A tyre burst.)

During the 1957 event, another works Ferrari carried Peter Collins and famous photographer Louis Klemantaski. The photo was taken by Klemantaski while travelling at over 260 km/h on one of the long straights.

Remember that this was over 60 years ago, and one of the arguments for calling off the event was that the cars had outgrown the roads. Something similar is being said about tarmac rallies in Australia, although the straights are shorter and the cars are not that much faster now. The roads are certainly better: In 1957 Wolfgang von Trips was nearly thrown out of his car by bumps, and several times Peter Collins had to grab Klemantaski to hold him in!

Another book that has come into my possession recently is *Fiat in Motorsport since 1899* by Tony Bagnall. Graham Mitchell lent me his brand-new copy, and although I haven't had time to read it all, I have skimmed through and read all the picture captions.

One thing made startlingly clear to me by the pics was that the Beast of Turrin, the 28-litre

monster built to challenge the World Land Speed record in

1913, was Fiat's first attempt at streamlining!



It's been a long while since I wrote an article for *Veloce Nota*. I think it was late in 2021 and I mentioned that I had just had a big-end bearing on my Alfasud let go and that I was looking forward to rebuilding the motor. It's now nearly two years later and I did enjoy rebuilding the motor, right up to the point where I stopped enjoying it. I'll take you through the roller-coaster ride that was the rebuild – it might take a while so it will probably go over a couple of issues – and invite you to see if you can identify the point where it stopped being fun.

The first step in getting the rebuild started was getting a crankshaft machined. I figured the crankshaft damage in the motor that let go was going to be catastrophic (driving it home from Baskerville to Kingston pretty much guaranteed it) but I had a spare sitting around that I wanted to use anyway. My son John was still on his L plates and driving up to Launceston with the crankshaft was a good way to get some hours up, so off we went. We got to the machine shop in good spirits and gave the crank to the engineer – who

looked worried, and after taking a few measurements let me know it was too far gone. So it was back in the car with a plan to get another crank out of a different spare motor. If you think this is the point where it stopped being fun, you under-estimate me and may not be fully prepared for everything that follows.

A little while later John and I pulled apart a spare motor and unfortunately the crankshaft was in worse condition than I had expected – definitely machinable but a little disappointing. Fortunately Graham Mitchell very kindly allowed John and me to strip one of the damaged 33 Quattros on his block. The car was known to have a blown head gasket but otherwise the motor was thought to be good. It certainly seemed to turn nicely with no tell-tale signs of damage. We decided to drain the oil in situ just to make sure there weren't any nasty metal bits in the sump. We undid the sump plug and readied ourselves to look for anything nasty in the oil as it flowed out, but instead of oil we got to watch pristine green coolant flood out of the

sump followed by the most horrendous smelling brown goop. To divert from the main story for a moment, we have pulled apart about four motors over the course of the rebuild and have given each motor a name to help keep track of where bits have come from—this motor is known to us as the 'sludge motor'. We got the sludge motor home and pulled it apart and it was in really good condition, very nice crank, pistons, etc. Unfortunately the block had rust where we didn't want it but that was OK as we had another block. All still fun at this point. John was learning a lot about car engines (and not a lot about swearing—that would come later) and it was very nice to spend time together.

Another trip up to Launceston and the engineer gave the thumbs-up to the crank from the sludge motor and said it would just need a polish so we left it and headed home. All nice and happy and knocking time off John's L plate hours and giving him good experience of driving on the open road.

At this point we figured we





should get the broken motor out of the car. Getting the motor out of a Sud isn't all that hard if you have a hoist—we don't have a hoist. You need to get the motor and gearbox out from underneath the car and over the years I have developed a pretty good technique for this which involves lowering the car until the motor sits on a trolley, undoing the top engine mount, raising the front of the car up high and rolling the engine and gearbox out. It is difficult getting the car low enough and I couldn't quite get there this time so had to low-

er the motor on trolley jacks for the last 5cm or so. We carefully checked everything was disconnected and lowered the engine onto the trolley and right at the last moment heard a god-awful crack as something under a lot of tension let go. This turned out to be the speedo drive cable which is well hidden behind the inboard brake setup. No excuse though, it was a silly mistake and something I have never forgotten before. The cable was a write-off but the real worry was whether the cable, which screws onto the back of the speedo in

the car, had ripped the back off the speedo. I decided not to check as I really didn't want to know; a bad outcome would have killed my motivation and added one more to the list of things I didn't want to worry about.

I'll leave part 1 of the story here. Both John and I were feeling pretty good about things and looking forward to getting the crankshaft back and starting to build the motor ...



Simulator vs Reality: how close?

This year, I am in the Tasmanian Circuit Racing Championship (TCRC), in regularity. These events go for two days per event, which means lots of track time!

For those who aren't aware, regularity is all about consistency, losing points for lap times varying by more than half a second. To be successful, you need experience. It's all about practising to the point where you don't make a single mistake, as doing so will cost you dear.

It was the last meeting at Symmons Plains Raceway that got me thinking, how well does the sim compare?

I often spend up to three hours a day 'training' for upcoming online races, often with a fair amount of success. Leading up to the TCRC round, I thought I'd try using the sim to prepare for the Symmons Plains round. And I can say, it was a very useful tool for learning the track, giving me enough knowledge of where the track goes, the lines, the danger zones, leading me to be able to lap consistently on the pace despite no previous experience around here at speed.

Differences

The biggest challenge I found going from sim to reality was adapting to drive with much more information coming at me. I had become used to driving

with just a force feedback steering wheel as the only sense of physical movement. When I started driving on the track, it was a shock trying to process so much more information with the car moving around beneath me, as well as vibrations through everything, plus the sense of danger, which you just don't get in the sim. (Mind you, as a 15-year-old, the 'danger' aspect wasn't much of a concern.) Even now, two years on, I still sometimes get overwhelmed when getting thrown around in new and unexpected ways, especially under heavy braking, where the sim doesn't get anywhere near the feeling you get when doing it for real.

In the sim, you drive mostly off sight, watching the car go through the corner, watching the way the car behaves, and react from what you're seeing on the screen in front of you. While the force feedback steering wheel is extremely useful, it doesn't give you a full sense of what the car is doing. I found, when the car is rotating, for a brief moment I lose control, as the steering goes numb, and what I'm seeing doesn't paint the picture I need to react suitably. This means I have to hope it does what I think it will do. Nine out of ten times it's fine, but occasionally it'll do something unexpected, because I can't feel anything through the seat. In percentage terms, the

way I control the car is about 30–40% on feel through the steering, and 70% on visuals and sound.

Something the sim doesn't teach you either is a sense of speed, in turn leading to fear! While this is manageable with experience, the consequences can be very real – no reset button here!

Real track vs sim track

The simulator I'm basing this whole article off is Assetto Corsa (suitable here, as it's Italian!). It's very well regarded as one of the best sims out there, and I can confirm that it is awesome! As for the Symmons Plains track, it was 'made' by an enthusiast and has been modelled very well. Most notably, the first corner is almost identical to its real life counterpart.

When you enter the first turn, both in reality and in the simulator, there are 2 big humps in the braking zone. When you go over these, the car gets very light, and tends to try to slide around. The cars react in the same way in both instances.

Moving throughout the lap, the wall on the left-hand side, just after the bridge, doesn't quite have the same effect in the sim as the real thing. In real life, it leaps out at you with hungry eyes, ready to gobble you up!

Surviving the wall, you blast



(Turn 1 in real life (left) and sim (right))



down a straight until you meet the hairpin. This is where the differences become apparent. I can't quite pin what it is about it, but in the sim, you feel like you're in a different spot of land, the real track feeling further towards the right-hand side. Technically there is minimal difference, but there is something about it that feels different. This is often the case, with many other sims somehow looking as though they're elsewhere in the world, despite being photo accurate.

This leads to the biggest difference between real life and the game – elevation changes.

At the real track, the hairpin is a big old drop. It is super steep, I would recommend alternative routes if you had to walk up it. But in the sim, although the drop is still there it is far less significant. After that, you look to your right, and there is some very familiar land around: the landscape is spot-on with the

real thing.

After the hairpin, you blast down the back straight (which isn't actually straight). There's not a whole lot of difference between the virtual and real track, the sim seeming a little narrower (again, something common to all simulators). Quite different though, is the scale of the gravel trap. As you'd expect, it's quite the thing to avoid in real life, the bright light reflecting off it into your eyes making you very aware of it, but in the sim, you don't even realise it's there.

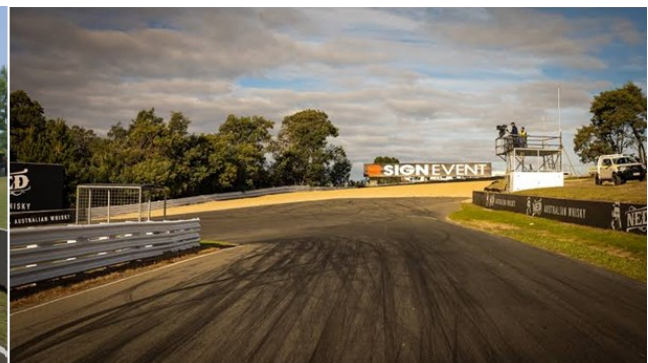
Heading down into the final braking zone, the grass on the outside seems to creep towards you the same way in both reality and sim. This corner is where I learnt the most in the sim. It's quite a deceptive corner, urging you to turn in early, and then tightening at the apex, but from my experience being thrown off the circuit in the sim, I am not sucked in. I run the car straight

until I'm almost out of road, and turn in late for a late apex. After that, there's a short blast to the finish line, the sim not differing from the real thing.

Training tool or a bit of fun?

The sim doesn't give you a sense of fear, speed, or adrenaline. But results don't lie: in the regularity series, I'm usually in the top eight, despite not really knowing how to drive. Robert Madigan and I are often fighting it out despite our two very different journeys getting there.

But it's not like this for everyone. During the pandemic, the V8 Supercar series ran a championship on the simulator (iracing), and many of the older drivers, most notably Rick Kelly, struggled to go from real life to the sim; he didn't like having so many senses taken away. There is a very interesting Youtube series about him trying to get to grips with the sim.





PHOTOGRAPHS COURTESY — "MERCURY", HOBART
Ray Long's Simca lifts its inside front wheel on Repco Corner.

Tasmanian HILL CLIMB CHAMPIONSHIPS

H. S. C. C.

8th November, 1958

On Saturday, November 8th, the H.S.C.C. held its Annual Hillclimb on the Hobart Domain, where members had been busy for some time prior putting down straw bales and erecting spectator fences. After a lull of seven months, the morning air was rent with the shattering roar of highly tuned engines going through the necessary last minute adjustments.

Thirty-seven entries were received, a few more than last year, and a good representation for the first meeting of the season. Practice commenced at 10.30 a.m., half an hour behind schedule, owing to a few late arrivals, but once away no hitches were encountered whatsoever.

No special runs were recorded during practice as drivers were virtually shaking off the winter woolliness and saving their best efforts for the afternoon programme.

After a brief lunch interval came the closed cars. Amongst these,

Norm Williams the only entrant under 750 c.c., was first away in the Fiat Abarth, and recorded a particularly fast time, bettering the under 1600 c.c. class. However, this time is still under dispute and won't be brought up for discussion until the next general meeting.

In the under 1600 c.c. class Ray Long in a Simca Aronde fitted with Montlhery conversion won the class with impeccable driving with Geoff Browne, in another Simca, a very close second.

Four Holdens and a Vanguard Sportsman appeared in the over 1600 c.c. class. Alan Ling, driving a very quick Holden "FE" was first — too good for Dave Lewis in the ex-Ray Long Holden "FJ" — with Ross Farmer a very close third.

Of the sports cars Lyn Archer in the Cooper Climax was the only competitor under 1100 c.c., and although he tried hard he could not make fastest time. In fact, in his last run, he tried a little too hard and spun spectacularly on Repco, making numerous officials

run wildly in all directions. However, no damage was done, either to himself or the car. The under 1500 c.c. class consisted mainly of M.G.'s of which John Contencin, in the Buchanan TD, was quite the quicker with John Youl in the immaculate Porsche very close behind.

I would like to mention at this point a bit about Bob Young's 1934 Le Mans Aston Martin. This actual car won its class in both of the 1935 and 1937 Le Mans 24 hours race. The car is beautifully preserved and runs extremely well, although it is too high geared for hill climbs.

There was keen competition in the over 1500 c.c. Sports Car class between Mich Watt, Fred Hamilton and Jim Barrie. However, Mich Watt with his usual display of marked precision driving carried away the honours with Jim Barrie close behind.

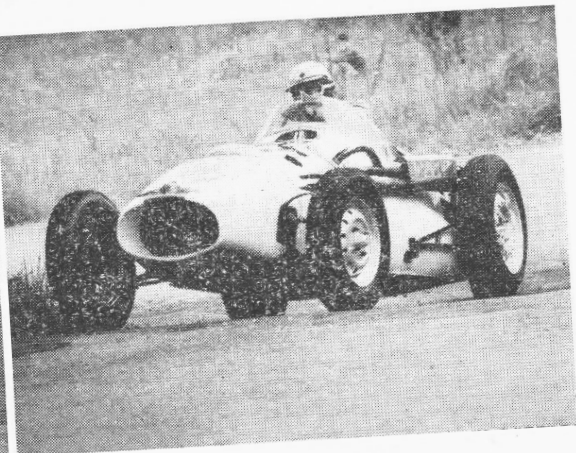
Only four entrants appeared in the racing car class and competition was again very keen. Jock Walkem

Lyn Archer's Cooper-Climax entering Repco Corner.



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Don Elliott's Holden Special leaving Dunlop Corner.



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in his usual dynamic elbow flashing way proved he was going to be hard to beat. Unfortunately a broken half shaft caused him to miss his second run and perhaps cost him the fastest run of the day. Brian Mahoney's Cooper Vincent, although having tremendous power, suffered fuel surging coming out of Dunlop Corner on every run and consequently he lost valuable seconds. John Trowbridge, in his 250 c.c. unit powered by a B.S.A. motor cycle engine, amused the spectators no end, and improved on each run. Don Elliott was the last on each run driving his Repco Holden Special. Away he went over his last run with bags of wheel-slip, going on to break Jock Walkem's 1957 record of 37.60, to claim a time of 36.58, a very fast run indeed.

**RESULTS
CLOSED CARS**

Under 1000 c.c.:	
Island Cars Pty. Ltd. (Fiat Arbat)	(Under dispute) 44.15
Dvr., W. Williams	47.39*
B. L. Mahoney (Minor 1000)	49.04
D. L. Aspinall (Minor 1000)	49.92
R. M. Crawford (Morris Minor)	50.71
1001-1600 c.c.:	
G. B. Youl (Austin Lancer)	46.98
L. C. Canggal (Austin Lancer)	47.41
R. C. McQuilkin (Austin Lancer)	48.57
D. J. A. Smith (VW)	51.01
Bathurst Motors P/L (Simca Aronde)	Dvr., R. Long 45.93*
G. Browne (Simca Aronde)	46.84
A. R. Robertson (Peugeot 203)	47.52
H. D. Calvert (Hillman Minx)	48.54
Over 1600 c.c.:	
A. Ling (Holden)	42.49
D. G. Lewis (Holden)	43.27
R. Farmer (Holden)	43.50
Buchanan Studios (Holden)	Dvr., T. Turle 48.03
B. A. Chopping (Vanguard)	48.85
SPORTS CARS	
Under 1100 c.c.:	
Ecurie Van Diemen (Cooper-Climax)	Dvr., L. Archer 37.23*
C. H. Hine (Austin 7)	73.21
1001-1500 c.c.:	
Ecurie Van Diemen (Buchanan M.G.)	Dvr., J. Contencin 41.16
J. C. Youl (Porsche)	41.33
R. Bessant (M.G.)	Dvr., G. Smedley 42.22
W. J. Tyson (M.G.)	44.14
M. W. Price (M.G.)	45.81
R. F. Young (Aston Martin)	50.93
Over 1500 c.c.:	
M. J. Stephens (Watt Holden)	Dvr., M. Watt 38.06*
J. W. Barrie (Zephyr Spl.)	40.12
F. Hamilton (Triumph TR3)	43.93
RACING CARS	
Under 1100 c.c.:	
E. J. Walkem (Cooper-J.A.P.)	36.93*
B. L. Mahoney (Cooper-Vincent)	38.63
R. J. Watt (Saanen)	42.37
J. A. Trowbridge (Trowbridge J.A.T.)	49.23
1101-1500 c.c.:	
D. Elliott (Holden Spl.)	36.58*
S. Allen (K4 Spl.)	39.06

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"ROBEX HICKOK" TRIAL

A. M. S. C.

12th OCTOBER, 1958

Some thirty cars left the start of this Trial, which began from the parking area outside the main gates of the Zoo, in Royal Park, and from here competitors made their way to a check point 1½ miles north-west of Keilor. No time was specified for this section, which was intended to carry the Trial clear of the metropolitan area. From here an average speed of 43 m.p.h. had to be maintained towards Gisborne (we found the railway gates shut at Diggers' Rest, only a mile from the Control, and were late!). The next section took cars to a road junction about 2 miles south of Breens Bridges, to be entered in a southerly direction, with Couangalt, Buttlejoork Gap and the Calder Highway out of bounds. Several competitors were W.D. on this section, and more were late. Here the Control official directed cars up a greasy bush track, with instructions to proceed to a road junction 8½ miles from Trentham East and 4½ miles from Bullengarook. Time allowed: 6 minutes. Big panic! But it proved to be straight up the road.

Next instruction was to a road junction 2½ miles north of a road junction 1½ miles north-east of Golden Point, this by way of a road which Mr. Broadbent seems to have overlooked. The Army seem to know all about it, though, as we met several immense vehicles on it, before becoming horribly bogged on the wrong track out of Golden Point. From here the route led to 1 mile north of Ashbourne, with a bonus of 3 points for every minute early, the last 300 yards being a very muddy track through the scrub. Then on to about 1½ miles north-west of Barringo, with a 50 points bonus for approaching Control from the north. This meant stopping to fit chains, so that most who tried it were late anyway, and lost as much as they gained. This was the lunch break, where opportunity was taken to close up the by now rather large gaps in the field.

After lunch we were taken to a point 1½ miles south-west of Forbes Junction, to be entered from the south with the main road between Monegeeta and Lancefield out of bounds. Several gates had to be opened and closed on this section, from where we went to a road junction 1½ miles north-east of No. 4 Camp, to be entered from the north. At this point it was necessary to change from map 301c to 222c, and proceed to a point 100

yards south of the eastern end of Brennan Road, to be entered from the north-west. This section has a very neat sting in its tail, as turning right at the end of Brennan Road brings you into Control from the north instead of north-east, a detour of about ½ mile being needed for the right direction. From here competitors had another very easy section to the finish at Greensborough Sports Ground, and so to the end of what had proved to be one of the best planned Trials of the season, and one of which the Directors, their officials, and Robex-Hickok may be justly proud.

RESULTS

1. P. Chapple (Holden)	+46
2. R. Christie (VW)	+30
3. K. Limbrick (Customline)	-5
4. B. Adeney (VW)	-11
5. R. Bird (Skoda)	-18
6. C. Scaife (VW)	-25
7. G. Hughes (VW)	-26
8. G. Harder (Simca)	-34
9. S. Upton (Holden)	-41
10. R. Lilley (M/Oxford)	-47
11. J. Smith (Porsche)	-82
12. I. Camier (Ford V8)	-102
13. B. McCormack (A30)	-104
14. J. Mount (VW)	-190
15. J. Hume (Wolseley 1500)	-260
16. T. Hall (VW)	-275
17. G. Daws (VW)	-298
18. G. Pearce (Customline)	-303
19. K. Welch (Holden)	-346
20. P. Scouller (Customline)	-1448

- Winning Team:**
R. Christie (VW)
G. Hughes (VW)
G. Harder (Simca)
- Ladies' Prize:**
S. Upton (Holden)

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Club sponsorship

Getting members to participate in motorsport in Italian cars is one of the goals stated in the club's constitution. To this end, members who are considering entering an Italian car in a multi-day motorsport event are able to apply to the club for \$150 to put towards the cost of the event. In return for the \$150, the member needs to write an article about the event and display a CMI sticker on their car.

If you want to find out more, or would like to apply for \$150 for an upcoming event, send an email to clubmotoritalia@gmail.com



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