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Or Facebook page www.facebook.com/clubmotoriitalia

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Full yearly Membership fees:

1 January to 31 December
Social \$45
Motorsport/Competition \$65
Family \$90

(2 adults + kids under 18 - Family rate allows up to two competition members.)

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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A colour edition of *Veloce Nota* this month, as I think there are enough decent pictures to make it worthwhile.

After a small engine problem at Bathurst I have been quite busy pulling engines in and out—though not quite as busy as I should have been.

Those who have been awaiting another episode of Rob Madigan's Sud saga will have to keep on doing so; I *think* it's coming for the next issue. Rob probably has a bout of PTSD every time he describes any of it.

I know how he feels, having just discovered that the damaged piston in my Fiat also managed to cause a crack in the sleeve fitted to that bore. And furthermore, nobody knows where to find another sleeve. I may need another 1608 block ...



I'd like to take this chance to say goodbye to my brother Bart, who died on 21 February at the age of 84. As far as I know this is the first time his picture has appeared in a magazine. He'd like that.

Presidential Patter

We can look forward to several activities in the next few months.

We are holding a combined Hill climb and Supersprint at Baskerville on Sunday 14th April. At this event, we are joining with the Jaguar National event and will have up to a maximum of 20 joining with us.

On Sunday 28 April we have planned a visit to two private car collections, both impressive in their range. All club members will be receiving an email with details. It will be important to confirm your attendance.

Thirdly, I have planned a cryptic rally to the Central Highlands for May/June. Again, details will follow.

Ciao

Graham



Breakfast—





Results (litres for 111 km)

1. Gaby Lucas Honda Civic **6.75**
2. Garey/Margaret BMW **7.4**
3. Philip Blake, VW Amb **7.8**

Handicap

1. Philip Blake
2. Gaby Lucas
3. Garey/ Margaret
3. John/Adrienne Ferrari **12.8**
4. Chris/Geraldine Maserati Ghibli **23.5** (a well-deserved wooden spoon—even the names don't fit on one line!)



Of nuts and studs

I invented something recently that I was rather pleased with.

If you've ever had a car that used bolts instead of studs and nuts to hold the wheels on, you'll be aware that getting them lined up with the holes when replacing the wheels can be a real pain in the finger.

And if you've ever had to do that against the clock in a racing paddock, the pain amplifies and moves elsewhere.

Unfortunately the OT1600 had just this system on the front



wheels, and for ten years it has been annoying me.

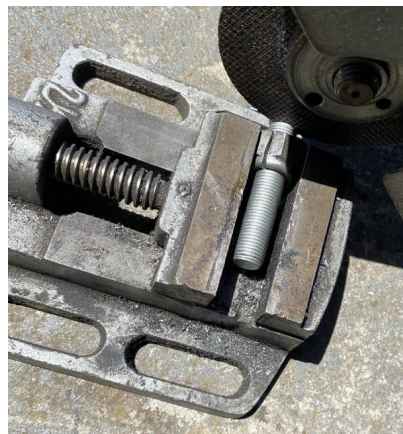
So I bought some universal wheel studs of suitable length.

The first job was to cut the splined mushroom ends off, as they were to fit in threaded holes.

Doing that can be tricky, as you have to hold the stud somehow without wrecking the threads. So I made a 'pinch nut' that I could hold in the machine vice.



All I had to do was screw each stud in by hand, then squeeze the nut in the vice and it would hold the stud steady while I used the angle grinder. You *could* hold it with your hand, but I only have two of those and I had eight studs to do, so ...



I'm sure you know this, but it's a good idea to put a nut on below the cut before you clean it up with a file or bench grinder. When you unscrew it, it tidies up the end of the thread.



Once all eight studs were done, the next step was putting them in.

If a stud comes out while in competition, the others will follow and the result will spoil your whole day—and maybe somebody else's as well.



So I Loctited the cut-off ends and screwed them home, then peened each one in position with a centre punch and a large hammer. This left the ready-made rounded ends sticking out—everything bruise-free, thanks to the pinch nut.



‘I’m here to get my ass kicked,’ I told anyone who would listen when I went along with John as a competitor in the 500 Car Club’s final khanacross for the season.

This proved to be an accurate prediction.

The course is laid out on the grass beside the main straight at Baskerville, and a field of 30 turned up—of all ages and in every type of car.

Course-setter David Waldon started with a course that used part of that main straight, involving a flat-out blind into a handbrake turn and another flat-out blind back up the track and onto the dirt section.

You start in a ‘garage’ which is about twice the length of the car, then set off for two laps of a very twisty course—mostly second gear work for us in John’s Honda Civic. Stakes mark the bends—a yellow corflute arrow showing which side of the stake you go. You can hit a stake, but if you uproot it there is a penalty. And at the finish you have to stop dead inside the garage. It looks slow from outside, but if you watch the drivers’ hands



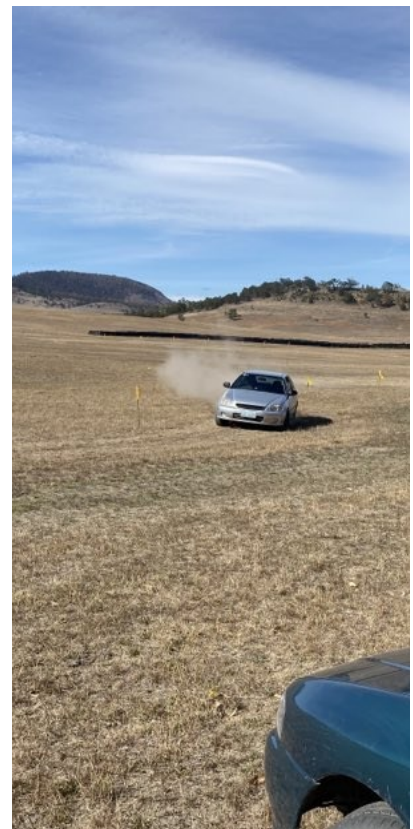
you can see how hard they are working. And it doesn’t feel slow from inside the car. One is very busy.

Naturally I made a mess of the first run, going in the wrong direction not once, not twice but three times. Handbrake turns were good, though.

Second run, handbrake turns were good again—but one of them went the wrong way round the bollard.

Final run on a wettish track I thought was pretty good—until I arrived at the garage on the end of my first lap and *stopped* instead of driving straight through. Good fun though. And only \$60.

John Blake, 3rd outright. Dad in same car, 29th or so. I felt like Sergio Perez.



More Bathurst Pics—Philip Blake



A very serious Cobra ...



... grumbling as it's put away



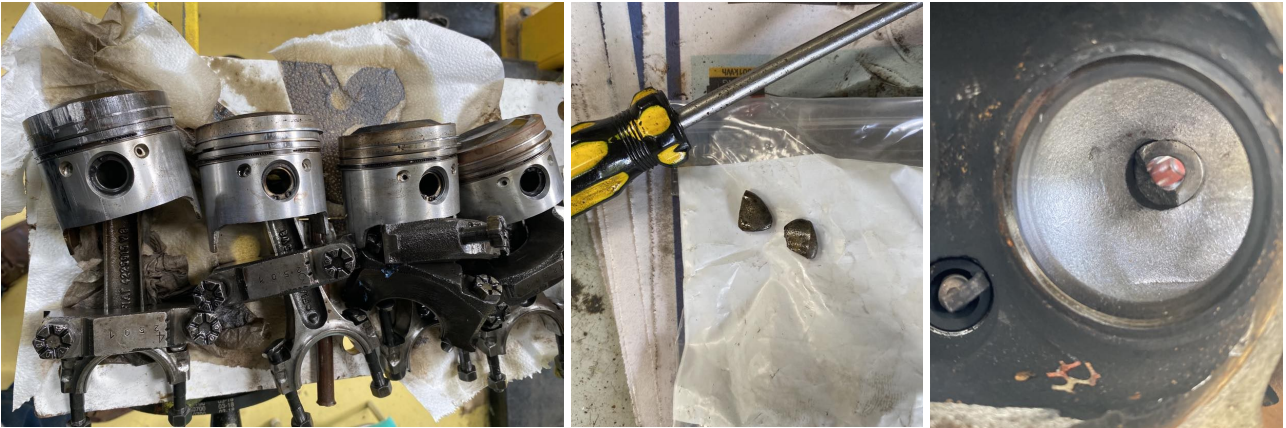
GT 40 from both ends



Lola T70



Our garage



What we found when we opened up the OT 1600 engine after its partial seizure on Mountain Straight at Bathurst. Clockwise left to right: Nos. 1 and 2 pistons were damaged; two small pieces of metal were sitting on top of No. 2 piston (they were from the inlet valve guide, which had seized and broken); and the No. 1 and 2 pistons (on right below) had both tapped the combustion chambers.



Fiat 128 3P for sale

This is a sought-after variant of the Fiat 128. We have had it for about 15 years and have finally realised we aren't going to do anything with it.

It's complete, and I'm confident it will run.

Some rust that needs to be fixed around windscreen and rear window. Surface rust in some other places. Nothing major that I can see. Disc brakes on front, Lampredi-designed SOHC 1300 engine. Spare block, gearbox or two.

These go for quite a lot more than the \$1500 we're asking, and some are not as good.





Six Alfas were on display at the 14 January Bridport Lions Club annual car show—2007 Brera, 2006 GT v6, 156 Twin Spark, 156 v6, 159, 916 Spider.



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The night before race day, I was on Bruny Island performing music in a pub as part of Australia Day celebrations. As a consequence of said gig, the ferry service had finished long before we were. Normally I wouldn't mind staying overnight on an island, unless of course there was a motorsport event on the next day that required being at the track as early as possible. But what are the chances of that happening?

As it turned out, I was quietly panicking all night, stressing about problems with the ferry, with the traffic, with just about everything between me and Baskerville Raceway. After an awful night's sleep, we hit the road at around 5:30 am. Despite my worries, the journey was trouble-free, which was good, considering the events about to unfold.

When we got to the track, at around 8am, I went back into panic mode, as I discovered that my group was first on track – start time 9am. This day was to get a whole lot more interesting than a journey from Bruny Island to Baskerville, so here is a 'fun' compilation of my day.

As I unpacked, I looked at my checklist (which at least two CMI members have given me a near-Ted Talk about); I then looked at what I had actually packed, and came to the realisation that I had left my HANS device at home (as it turned out, I had packed it, but had then unpacked it to pack other things in). Despite my initial panic, it's not the worst problem to come across: out of 170 competitors at the event, it was likely I could find someone to borrow from. I would like to say a huge thankyou to Stewart Peacock and Mary White for very kindly

lending me their HANS devices during the day.

At the drivers' briefing, the Clerk of Course gave his speech, and mentioned that sign-on sheets were in the Kelly room. (they're normally outside, where you can see them!). Signing on is very important; it proves you were at the briefing. Naturally, running on three hours' sleep and stressed out, I forgot to sign on, which is quite possibly the biggest no-no you can do.

After the briefing, I was almost ready to hit the track and just had to be scrutineered. Nerves hit a new high when, waiting in scrutineering, I saw my group gridding up. Fortunately, the Chief Scrutineer saw this and gave me permission to head out.

Finally, I was ready to go. Nothing could go wrong now! But ... as it turned out, things can, and did go wrong. In my mad rush to get ready, I hadn't had a chance to check the car's setup. After the first corner, I immediately realised I hadn't checked tyre pressures. I was trialling a new wheel/tyre combination. Upgrading from 14" Alfa wheels to fatter, 15" aftermarket wheels. I

had not touched the wheels after the tyre shop fitted them, and as it turned out, said shop had NOT achieved the ideal setup. The car was horrible, snapping sideways in the braking zones, trying to understeer in the corners, not to mention the excessive body roll! This, combined with people's 'interesting' driving techniques, led to a desperately uncomfortable session. (I later checked the pressures, and they were 38 psi all round. For a car like the Alfasud, you want around 28–29 psi. this rather significant change made the car much better.)

Before I got the chance to change the pressures, I noticed the Clerk of Course looking rather grumpy at the entry to the pit complex. 'Someone's in trouble', I thought, then he pointed at me, before asking me to see him in the tower, 'Aww shit'. After returning Stewart's HANS device, checking tyre pressures, getting the car scrutineered, and then attending the Regularity meeting to nominate a time and cover some briefing notes, I eventually got the tower - still puzzled as to why I might be in trouble.



As we all know, it was the sign-on sheet. Once I arrived in the tower, I received a stern talking-to, and was threatened with, but fortunately not handed, a \$100 fine.

After my little playdate with race control, I was told to see Greg, the race secretary, to sign the sheet. This turned out to be a very stressful scavenger hunt. I went down to see Greg, who didn't have it, but advised me the stewards did, so off I went to see the Stewards. They weren't best pleased by my request, but tried to help by telling me Greg had it. So off I went, back to Greg, just to confirm that he definitely didn't have it. 'No, maybe look upstairs' – upstairs being the tower. Having climbed those rather steep stairs, I was met by the Deputy Clerk of Course. This person is well known in the regularity world, mostly by making their view on the class very public. Some of their work consists of - 'You don't even need to warm your tyres, It's only regularity', 'You're all dressed appropriately to put out a fire, apart from regularity drivers'.

When I made my request for a sign-on sheet, I didn't receive a particularly sympathetic response. Fortunately, the Clerk of Course stepped in. 'I've already had a go at him. He needs to find the sign on'. I asked if they had any clues as to its whereabouts. They didn't know, so I gave up, went back to the car to relax a bit, and after an hour, it magically reappeared!

After a hectic few hours, things seemed to calm down somewhat. Unfortunately, despite my immense difficulty in the morning, results were well below my standards. For the first time in

my regularity 'career', I had not reached the the top 10 once. Disappointing, considering I came 3rd last time out, and would often get near the podium getters. This was compounded by the car handling like the Titanic. The Kumho v700s were the grippiest tyre I've ever had on the car - kindly gifted to me by a fellow regularity competitor - and it was all too much for the suspension.

Through cornering, the front suspension would fold into itself through the corners, causing massive positive camber. This, combined with the car bounce violently on the bump stops (a new problem) through the Esses, meant the tyre was spending most of its time on the side wall. To make things tricky, the car would turn in very well, for the brief moment the face of the tyre was in contact with the track, but as load increased, the tyre would roll, and all grip would disappear, and the sidewall would then slide across the tarmac, a good way to kill a tyre, which is what happened. Sunday ran smoothly. Returning to the old rubber helped things, due to less load through the suspension. It would still bounce a bit, but the two wheeling through Skyline was no more.



COMMENT INVITED

John obviously has a few problems with his car.

As there may well be people out there who can help, I'm inviting suggestions. You can email them to me at pblake@ozemail.com.au and I'll pass them on or put them in the next mag, depending on how interesting or libellous they are.

Some avenues worth exploring:

- *Do sticky tyres need a slightly higher pressure than ordinary road tyres? Or maybe just a different pressure?*
- *Is the suspension too hard/ too soft?*
- *Have the shock absorbers passed away?*
- *Is John literally driving the wheels off the car?*
- *Do Alfasuds eat tyres?*
- *Is there a 'best' way of driving a front-wheel drive car with sticky tyres?*
- *How does the new car's set-up differ from the old one?*
- *Anything else you may think of ...*



Above: Tony Longhurst leads Colin Bond at Amaroo Park in the Alfasud series in the 1980s

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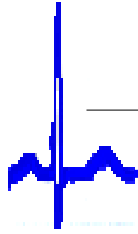
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