Presidente
Graham Mitchell
Ph: 0418 173 102
E: grahammitchell666@gmail.com

Segretario
David Button
E: david_button@hotmail.com

Tesoriere
Allan Van Dullemen
E: avandull@hotmail.com

Club Capitano
Omar Hasan
Ph: 0419366050E:\\

Direttore/Editore
Philip Blake
Ph: 0409803316
E: pblake@ozemail.com.au

Membership
Robert Madigan
Ph: 0402 628 652
E: robert.m.madigan@gmail.com

Membri del Comitato
Graham Mitchell
Peter Lowe
Stewart Peacock
Tristan Roberts
John Madigan
Rob Madigan

Segretario sociale
John Madigan

Enquiries
For information on the club and general enquiries call any of the above members, or visit our Web Site: www.cmitas.org
Or Facebook page www.facebook.com/clubmotoriitalia

Address general correspondence and enquiries to:
The Segretario
Club Motori Italia Inc
PO Box 514
North Hobart 7002
or email
clubmotoriitalia@gmail.com

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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

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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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SELENIA MOTOR OIL

Blakey's Bit

Things have been quiet in the garage lately: there is certainly very little noise from engines. In round figures, none of the vehicles in there is running.

The Piglet won't start; the OT not only won't start but appears to have some hideous short in the ignition that results in the engine turning over every time I hook up the battery. (*Driving* it to Winton to compete on 22 April); the Vincent is in a number of large pieces; Mary's Yamaha is awaiting pistons.

The problem with the OT only appeared when I was sitting outside the front gate getting ready to go to the car collections. It was idling happily, suddenly stopped and then would turn over but not start. Plenty of fuel. Wiring problem I think developed as a result of repeated efforts to start it. May have melted something electrical.

Baskerville was good fun as usual, although I got beaten by almost everybody.

Next issue I hope to be giving some details of my turbo installation.

We'll call this issue the Madigan special. Rob's final episode in the Sud Saga is joined by two connected stories on suspension from John.

Pics are of Chris's Testa Rossa and Lancia Zagato.

Presidential Patter

In the last month, we have had two well-supported events. The hill climb/ Supersprint at Baskerville on 14 April was a success with 55 entries, including 17 Jaguars, who joined in as part of their National visit to Tasmania.

On 28 April, Chris and Geraldine Edwards and John Toigo hosted over 30 club members to visit their private collections. It was appreciated by all who visited that they shared their passion for a variety of cars with us, and we thank them for their generosity.

Graham

CMI and Jaguar National Clubs Hillclimb and SuperSprint - Baskerville Sunday 14 April 2024

Car	Driver	Description	Class	Pos	Class	Pos	runs	HC1	HC2	HC3	HCBest	HC Outr	SS1-1	SS1-2	SS1-3	SS2-1	SS2-2	SS2-3	SS3-1	SS3-2	SS3-3	SSBest	SS Outr	Aggregate	Pos Outr
77	Geoff Stevens	Ferrari F430 Challenge rosso 4300	D	1	b	1	3	49.60	48.12	47.15	00:47.15	1	00:59.92	00:59.37	00:58.96	00:59.32	00:38.95					00:58.95	2	01:46.10	1
76	Thomas Stevens	Ferrari F430 Challenge rosso 4300	D	2	b	2	3	50.81	48.77	47.24	00:47.24	2	01:02.76	01:01.70	01:01.67	01:02.76	01:01.99	01:03.63	00:59.51	00:59.39	00:59.56	00:59.39	3	01:46.63	2
42	Michael Elliott	Mazda RX7 blue 2616R	D	3			3	50.59	49.55	48.67	00:48.67	5	01:01.48	00:59.46	00:59.87	00:59.21	00:58.64	00:58.47	00:58.74	00:59.37	00:59.73	00:58.47	1	01:47.14	3
287	Michael Kent	Holden C/Dore ute red 5700	E	1			3	50.09	49.03	49.15	00:49.03	6	01:02.69	01:01.25	01:03.34	01:04.31	01:02.29	01:02.90				01:01.25	4	01:50.28	4
4	Mick Watt	Subaru Impreza WRX black 2500T/4WD	F	1			3	48.73	48.65	48.70	00:48.65	4	01:04.38	01:04.14	01:03.04	01:02.92	01:03.11	01:03.14	01:09.09	01:05.11	01:03.04	01:02.92	7	01:51.57	5
16	Adam Bloomfield	Mitsu Lancer EVO white 2000T/4WD	F	2			3	50.96	49.28	49.93	00:49.28	7	01:03.05	01:03.04	01:07.65							01:03.04	10	01:52.32	6
35	Jackson Rogers	BMW 135i black 3000T	E	2			3	51.66	50.00	49.80	00:49.80	9	01:03.85	01:03.06	01:03.20	01:03.60	01:03.61	01:03.01	01:03.16	01:02.84	01:02.74	01:02.74	6	01:52.54	7
97	Chris Wiggins	Fiat 124 SS rosso/nero 3800	D	4	b	3	3	51.99	69.75	51.44	00:51.44	14	01:15.07	01:03.38	01:01.91	01:03.36	01:02.66	01:11.60	01:03.20	01:03.35	01:03.66	01:01.91	5	01:53.35	8
24	Andrew Hayhurst	Holden Commodore red 5700	E	3			3	52.37	50.72	50.39	00:50.39	10	01:04.76	01:04.17	01:03.77	01:04.60	01:03.60	01:03.62	01:03.81	01:03.24	01:02.96	01:02.96	8	01:53.35	9
11	Paul Baily	BMW E36 red 2500	C	1			3	55.56	52.16	50.73	00:50.73	11	01:04.49	01:04.21	01:03.45	01:04.33	01:03.14	01:03.83				01:03.14	11	01:53.87	10
36	Jacob Negus	Honda Integra grey 2400	C	2			3	52.96	51.41	86.95	00:51.41	13	01:06.08	01:07.08	01:04.80	01:03.00	01:06.46	01:03.22	01:04.21	01:03.73	01:03.45	01:03.00	9	01:54.41	11
30	Bradley Smith	Subaru BRZ white 2387	C	3			3	51.87	51.59	51.48	00:51.48	15	01:04.13	01:04.41	01:03.87	01:04.28	01:03.87	01:03.87	01:03.57	01:03.81	01:03.21	01:03.21	12	01:54.69	12
325	Paul Hussey	BMW 325 purple 2500	C	4			3	52.95	51.28	51.58	00:51.28	12	01:06.98	01:05.86	01:06.50	01:05.67	01:04.82	01:03.99	01:05.38	01:04.08	01:03.99	01:03.99	13	01:55.27	13
58	Mitch Baily	Nissan Silvia S15 black 1998T	D	5			3	53.04	52.85	51.95	00:51.95	17	01:07.10	01:06.47	01:06.57	01:06.02	01:06.21	01:04.73	01:05.18	01:06.14	01:05.12	01:04.73	14	01:56.68	14
43	Todd Elliott	Mazda RX7 white 2616R	D	6			3	53.26	51.91	51.70	00:51.70	16	01:06.79	01:06.58	01:05.99							01:05.99	15	01:57.69	15
33	Phil Sawers	Holden Torana LJ white 3300	D	7			3	56.02	55.00	52.82	00:52.82	19	01:09.53	01:08.79	01:08.32	01:08.36	01:07.84	01:07.63	01:07.82	01:07.48	01:06.42	01:06.42	16	01:59.24	16
87	Jason Winter	Datsun 260Z blue 2800	C	5			3	53.75	52.69	52.54	00:52.54	18	01:08.79	01:08.90	01:08.18	01:08.13	01:07.43	01:08.69	01:08.15	01:08.03	01:07.62	01:07.43	17	01:59.97	17
44	Harrison Burtd	Hyundai Excel green 1500	A	1			3	54.65	53.36	54.44	00:53.36	20	01:11.22	01:09.35	01:09.11	01:09.26	01:08.57	01:08.13	01:08.90	01:08.00	01:08.21	01:08.00	20	02:01.36	18
13	Warwick Hobart	Mazda MX5 silver 2000	B	1			3	70.26	54.88	54.02	00:54.02	23	01:09.94	01:09.28	01:12.75	01:10.36	01:08.57	01:07.94	01:09.42	01:08.33	01:07.74	01:07.74	19	02:01.76	19
14	Mark Brooks	Datsun 1600 white 1800	B	2			3	56.51	55.07	54.49	00:54.49	24	01:11.66	01:09.66	01:09.65	01:10.60	01:08.32	01:07.57	01:08.63	01:08.45	01:07.47	01:07.47	18	02:01.96	20
247	Stuart Craft	Skoda Fabia silver 1390T	C	6			3	54.63	53.09	53.62	00:53.62	22	01:09.89	01:09.67	01:09.07	01:08.94	01:08.80	01:08.92				01:08.80	21	02:02.42	21
7	James Eddington	Audi S3 black 1800	F	3			3	54.63	56.40	55.25	00:54.63	25	01:09.92	01:08.84	01:09.92	01:11.62	01:14.74					01:08.84	22	02:03.47	22
18	Loran Abjie	Chrysler Lancer blue 2500	C	7			3	54.26	53.49	53.87	00:53.49	21	01:12.14	01:13.38	01:15.54	01:10.71	01:11.07	01:10.47				01:10.47	26	02:03.96	23
178	John Madigan	Alfa Romeo Alfasud verde 1500	A	2	a	1	3	57.63	56.11	55.84	00:55.84	27	01:14.56	01:12.47	01:09.01	01:16.53	01:09.49	01:19.42	01:16.07	01:09.04		01:09.01	23	02:04.85	24
61	Dylan Hobson	Hyundai Excel green 1500	A	3			3	59.78	57.43	55.82	00:55.82	26	01:10.54	01:10.06	01:11.50	01:10.63	01:09.88	01:10.89	01:12.26	01:11.57	01:11.08	01:09.88	24	02:05.70	25
89	John Blake	Honda Civic green 1590	A	4			3	61.92	58.36	56.43	00:56.43	28	01:14.21	01:11.91	01:11.45	01:12.15	01:10.86	01:09.94	01:12.34	01:11.92	01:11.25	01:09.94	25	02:06.37	26
88	Philip Blake	Fiat Abarth OT1600 giallo/rosso 1608	B	3	b	4	3	56.53	57.36	57.02	00:56.53	29	01:13.87	01:13.32	01:12.80	01:12.73	01:12.08	01:12.93	01:11.68	01:11.56		01:11.56	29	02:08.09	27
5	Franklin Trouw	Mazda MX5 NC silver 2000	B	4			3	57.73	57.69	59.30	00:57.69	31	01:12.47	01:11.46	01:11.39	01:10.55	01:15.15	01:11.28	01:12.55	01:12.51	01:12.90	01:10.55	27	02:08.24	28
525	Bruce Heron	Triumph Dolomite yellow 2000	B	5			3	57.31	59.38	58.10	00:57.31	30	01:12.70	01:12.31	01:12.71	01:12.00	01:11.80	01:11.66	01:12.17	01:11.39	01:13.08	01:11.39	28	02:08.70	29
78	Robert Madigan	Alfa Romeo Alfasud rosso/oro 1500	A	5	a	2	3	59.91	58.58	58.63	00:58.58	32	01:16.10	01:14.55	01:14.91	01:14.61	01:14.19	01:14.39	01:14.04	01:13.84	01:13.83	01:13.83	31	02:12.41	30
56	Nic Stratkos	BMW 323i E30 white 2700	C	8			3	65.74	63.87	62.05	01:02.05	35	01:19.01	01:18.55	01:16.78	01:15.75	01:14.36	01:13.90	01:13.53	01:13.93	01:12.09	01:12.09	30	02:14.14	31
777	Brett Carhart	Hyundai Excel white/red 1500	A	6			3	60.23	62.24	62.93	01:00.23	33	01:17.46	01:16.69	01:15.44	01:16.61	01:16.19	01:17.33	01:17.36	01:16.16	01:15.46	01:15.44	32	02:15.67	32
192	Austin Allison-Hall	Toyota Corolla cream 1600	A	7			3	64.83	65.12	62.12	01:02.12	36	01:20.09	01:20.75	01:19.73	01:17.53	01:17.84	01:17.43	01:18.88	01:17.25	01:15.86	01:15.86	33	02:17.98	33
21	Matthew McIntyre	Mitsu Lancer CC white 1468	A	8			3	65.28	63.64	61.96	01:01.96	34	01:21.41	01:20.33	01:19.78	01:22.98	01:21.15	01:20.11				01:19.78	34	02:21.74	34
410	Michael James	Lotus Exige 410 white/black 3500S	A	9			3	49.48	48.85	48.19	00:48.19	3										00:48.19	DNF	00:48.19	DNF
444	Ashley Bell	Mitsubishi Lancer white 1800T	E	DNF			3	51.08	50.96	49.61	00:49.61	8										00:49.61	DNF	00:49.61	DNF

The nerve centre—Omar, Peter and Allan

This event was run in conjunction with the Jaguar club of Australia, and they turned out in large and luscious numbers.

They were only there for part of the day but it was nice to watch them being driven with more spirit than is possible on the roads.

Memorable moments for me:

- having to do a self-extraction test at scrutineering (5 seconds—and probably faster if it's on fire)
- Watching Geoff Stephens and son Tom bring a gun to a knife fight—a beautiful Italian gun.
- Making two untidy runs on the hill and thinking that a tidy one would be quicker. It wasn't —the scruffy first one was fastest.
- Being beaten by son John in both disciplines—not by much, but still …
- Being told by John Madigan that my car looked to be 'constantly on the edge'.

PB

Handling my handling

Over the last year, I have been hampered by tyre wear, which is a byproduct of suspension issues. If you read my last article, you will note I delaminated a tyre. That was the last straw, so for this new car, we have been experimenting with some different options.

Dad's red and gold Alfasud has lowering springs in it, the springs claiming to be '10% stiffer than stock', but that is far from the truth. They feel around 20% softer than standard, maybe even more, and the car has a habit of destroying tyres. So on the green car, we decided early on to avoid lowering springs, and stick with standard ones until we come up with a better solution.

Earlier this year I took the car to a practice day at Baskerville, with the stock suspension still aboard. Straight away, the car felt significantly improved over dad's car: the front would hold its camber through corners to a higher degree, but was still susceptible to rolling the outer edge of the tyre. But still an improvement. Where it came unstuck, though, was in spring travel. The car was sitting so high, the body roll was exaggerated. Through Skyline, it was two-wheeling, and in the braking zone at the final corner I was locking up the rears due to the excessive dive on the front end. I managed to ruin another tyre that day, simply due to the rears locking. So despite these cars being renowned as one of the best-handling cars of the time, this wasn't going to work.

After much research, I had two options. Buy a set of Koni inserts for the car, coupled with a set of lowering springs, or go down the coilover route. Option one (the Koni route eliminated itself pretty quicky, as it soon became apparent that Konis for our car (we have early 33 running gear) were not readily available, and if they were, we were looking north of $1000 for a set of shocks, plus another few hundred for springs.

The second option was coilovers, which cost a little bit more (roughly $2000), but had the bonus of adjustable shocks, ad-

justable ride height, adjustable camber tops and custom spring rates. The choice was obvious.

I got the coilovers fitted on the car a week before the CMI SuperSprint and hill climb, the perfect event to test a new setup; and even better, dad was taking his car out, so we could compare notes in real time!

It was a rough start to the event: on my first run on the hillclimb, going through turn two, the camber plate came loose, and moved to maximum positive camber. It made an awful clunk as it did it; I was scared something had snapped, but when I got back to the pits, I was relieved to see it had just come loose. That was one of two issues for the day (Issue #2 comes later). For the rest of the hillclimb, I effectively had to learn how to drive again. The steering was so sharp, the car had so much grip, it was throwing everything I had learned from the other car into the bin. I was 'accidentally' cutting every corner. The car was so direct, I was second-guessing everything I was doing. Signs of a good car, I guess.

After a couple of laps in the Supersprint though, I felt at home in the car, began pushing it harder and harder, and the car would cope amazingly well. But it still felt very new, and I wasn't prepared to touch the setup. My goal was a 1:08, and much to my annoyance, I came within a hundredth of that time, (1:09.01). But that second issue was hurting me: there seemed to be a lot of air in the braking system. (After I wrote this, I bled the brakes, and can confirm, there was indeed a significant amount of air in the system.) It took a lot of pumping down the straight to get the brake pedal to work, and I was still having to brake significantly earlier. So much for bigger brakes then.

Brakes aside, I am very happy with the coilovers. Compared to a Hyundai Excel cup car that was also competing, which are normally miles ahead of me, I was now within 1 second! And there is a lot of time left in the car with so many setup options available: tyre pressures, ride height, shock settings, camber and different sway bars, not to mention having working brakes! I thoroughly look forward to playing with all these new settings.
Dad is now looking for a set for his car!

Part 2—When the flag drops ...

The week after the CMI Supersprint was the third round of the Tasmanian circuit racing championship at Baskerville raceway. It's a two-day event, or a three day event if you attend practice day on the Friday.

I decided to go along to Friday practice to try and build a setup for the car, and just get used to driving with race suspension. The night before, I wound the toe on the front out 2mm, to remove a little bit of the understeer I felt from the weekend before.

In the first session I did three flying laps to get a base time, and then came back to the pits. I set a benchmark time of 1:09.3 (2 tenths off my pb from the weekend before). The first thing I did when I came back to the pits was get all the tyre pressures equal; I found the left-hand side of the car was quite a lot higher than the right. Don't really know why that is, since the track is anti-clockwise, but there you go. Evening up the pressures made the car feel slightly better balanced, but the time stood the same.

My next port of call was swapping the 22mm bar (standard feature of the Series one Alfasuds), to a thinner 18mm bar off a later model. But once I removed the the anti-roll bar, I felt it was all too hard to put one back on, so I decided to go out without it. I went out, and the car felt very different, but not in a bad way - just different. The front would dive down under load, but would also pick the rear up and rotate quite nicely, most notably at the corner that leads you up the hill. The car was significantly more compliant, I could feel it dig into the tarmac, rather than skip across it. However, it didn't feel as rigid as I liked. Despite the theory of a soft front and stiff rear, the car felt just a little too soft. Fortunately, this was very easy to deal with: I simply opened the bonnet and wound the dial on top of the shocks two clicks stiffer. Once the shocks were dialled in, I found around half a second in lap time, registering a 1:08.9.

At this point, the day was getting towards its closure. in the final session, A friend came over to me, and offered to measure tyre temps and pressures. He did this by sticking a probe into different areas of the tyre, and reading the temperatures, to dictate whether it needed more or less pressure. The way to set tyre pressures is to measure the temperature from the outer edge, middle, and inner edge of the tyre. If the middle is higher than the hottest edge, the pressure is too high, if the middle is lower than the edges, the pressure is too low. As it turns out, I had set the pressure far too low. I started at 32 psi, but after doing our tests we bumped them up to 35psi. This change made the car feel stiffer, which makes sense. It didn't feel quite as nice to drive, but It will help tyre life and it made the car a lot more predictable.

Once the race weekend started, I kept playing around with setup. I had a go at stiffening the rear by two clicks on the shocks (max stiffness as it turned out), The rear was already very stiff, but I was interested to see what effect this would have. I did not like it: the rear would not follow the front through the corner, but it wouldn't step out either - a very strange feeling. I set it back two clicks to where I started for

the next session, and the thing stuck like glue again. In my next race, I decided to try the small 18 mm roll bar I had. I went out, and It felt like a step backwards - not enough compliance in the front. The car wanted to skip through the corners, instead of digging in and pivoting around the apex. Looking back on it, I could have backed the front shocks off, but I don't think a roll bar is the way forwards.

However … I set a new PB, 1:08.7. That confused me: the car felt slower, but the stopwatch never lies. I decided to blame track evolution and I took the bar off for the next session. I stand by that decision, as I beat my PB again by two tenths, down to a 1:08.5.

So as things stand, I have nearly, but not quite maxed out the rear shocks; the front is firm, but not rock solid; and I've thrown away the anti-roll bars (not literally!). I feel I have very nearly maxed out the car in its current form. I am now into the fine details, and I can still feel a slight weakness in the front, but I have a plan!

In our shed is an "Anti dive" cross-member off a late model Alfa 33. This changes the caster (angle of the strut, as well as pulling the whole front axle forwards). I can also add a little bit more negative camber. These changes should make the front well and truly sorted.

As for the rear, there are still a few issues, It is too high off the ground, a slight design flaw in the aftermarket coilovers. This is making the car a little bit unstable, most notably through Skyline: the car takes a while to settle on its springs. I can solve this by compressing the rear spring, but that will affect the preload, which might take some damper adjustment to compensate. I have also discovered I can add some rear toe by placing some spacers in between the hub and its mount. Once these few modifications are made, I am confident there is very little room for further development handling-wise. A bit more power would be nice, though!

Alfasud sage part 4

If you have been following the Alfasud engine rebuild that my son John and I undertook, you may recall that at the end of my previous article things were going pretty well – the 'condition unknown' bottom end we put in the car had served well at a supersprint – but I forewarned you that the worst moments in the whole saga were about to unfold. If you are still reading, hold on tight because here we go …

With a successful event behind us, John wanted to get back to the TCRC Regularity events and the next one was at Symmons Plains. He would drive the car up, run it in the event and drive it home. I was happy for him to do this but I tend toward pessimism and set a condition that he must have a prearranged way to get the car back to Hobart if the worst happened. One of his fellow competitors kindly agreed to tow the car to Hobart if there was a problem and with everything in place John set out for the weekend. The car performed well on the drive up to Launceston but sadly ran a big end bearing early in the event. To our eternal gratitude, the promised tow back to Hobart was honoured (the motorsport community is full of great people!) but the realisation we were back at square one with the car hit us both pretty hard. The one and only silver lining we could find was the knowledge that we were going to have to take the engine out anyway to replace the gearbox – which you may recall was jumping out of second gear (more about this later).

Our options for rebuilding a motor were limited at this point: we had used our spare motor and either had the original rebuilt motor to go back to (the one that seized before it even started) or completely rebuild one of the motors which had let go. John was doing an automotive course at Hobart College and his teacher kindly agreed to have a look over the seized motor to see if he could find any problems that would stop it from spinning. John took the disassembled motor to college, and no obvious faults were found. John reassembled the motor and the crank turned fine with just the mains in place, got a bit stiffer when the conrods were installed and became stiffer still when the heads and timing belts were attached. It was better than the previous build though and the teacher and two other knowledgeable friends (thanks Steve Caplice and Stewart Peacock) felt it was within reasonable limits. It was still pretty stressful though as the engine didn't seize last time until after we installed it in the car.

By this time we were getting pretty good at getting the engine and gearbox in, and about two weeks out from the next motor-

sport event we installed the rebuilt motor and replacement gearbox. We were both very nervous when it came time to try to start the motor, but when the moment of truth arrived it started and ran very easily. Both John and I were so happy and relieved!

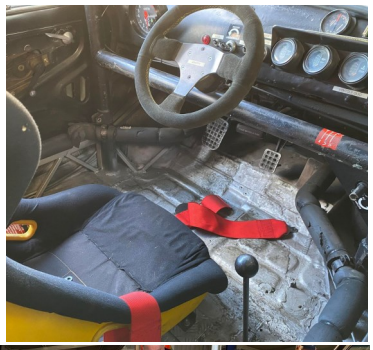
… until we noticed a lot of noise coming from the gearbox. Not what we wanted to hear but I wasn't too concerned …

… until John took the car for a test drive and found that the gearbox was getting stuck in gear, making horrible noises and generally misbehaving.

So once again we were faced with taking the engine/gearbox out but this time we didn't have a spare gearbox and didn't really want to put the original one back in while it had the known jumping out of gear problem. Fortunately, Peter Lowe kindly gave/loaned us a gearbox from his spare parts collection. Low on enthusiasm but with the next motorsport event scheduled for the following weekend we did yet another engine/gearbox remove and replace (keeping all fingers and toes crossed that the replacement gearbox would be OK). The car fired up and the gearbox was very quiet and drove very nicely. We finally had the car ready to go (again). The only problem now was that the engine needed to be run-in before the event which meant John had to put between 500 and 1000 kms on it in the afternoons after school. He saw a lot of the state that week but I am pretty sure he remembers none of it.

And this is where the roller coaster finally comes back into the station. The car has run reliably for John for almost a year now and I recently got back in it for the first time at the CMI Supersprint/Hillclimb. I was really impressed with the car: the engine and gearbox were strong, and other changes John had made while campaigning it for a year made it a much better car than it was 18 months earlier when the original motor let go. All up I think we removed and replaced the engine at least four times. This was a lot more than I had in mind when I made the fateful statement that I was looking forward to the engine rebuild at the start of this project.

PS. Did I mention that while all of this was going on, John and I were rebuilding another Alfasud and that some of what went on with that car makes this whole journey seem like a dream run?



The visit to Chris's collection was all about engines, so here are some of them.

John's staggering collection of Ferraris was overshadowed for me by the three tiny Fiats, the black one having a supercharged Alfa motor and a central driving position!

OT 1600/2000 (BERLINA) REPLICA PROJECT FOR SALE Location: Brisbane suburb

This is a serious and quality project that has been interrupted by owner incapacity; images dated Feb 2024


Original OT


replica project for sale


replica

Body complete, fully painted, flared wheel arches, internal coolant plumbing, front grille; modded suspension; springs etc

completed: grille, flares, fuel tank and spare cradle, fore/aft plumbing, adaptor/VW trans,dellorto 40's, extractors,wipers

- body stripped, minor rust repairs, undercoated, primed, finish coated brilliant white (powder coat);
- body modified for rear wide wheel flares and tub adjustments, front radiator grille, coolant plumbing, internal panels for coolant piping and mounts; rear bulkhead modified for using Fiat 124/132dohc (and pushrod) motors and VW beetle transmission; front bulkhead modified for coolant plumbing and driver controls; restored battery .
- twin Dellorto 40 sidedraft carbs; restored, new inlet trumpets; new short shot inlet manifold;
- dohc new extractors and twin outlet Abarth replica muffler, rear body panel modified for twin chrome outlet pipes;
- coolant plumbing rear motor to front radiator; sized, bent, tack welded for length/bends; final seam welding required; cardboard "mule" for radiator fabrication suitable for front trunk location and removable frame;
- OT exact replica alloy coolant header tank; new water pump and thermostats
- new adaptor plate 124/VW 4 speed; bracket plates, mounts for VW transmission, new CV joints and axles; shift linkages to transmission;
- front suspension with new OT 1600 lowered wishbones; front suspension Koni adjustable (height/stiffness) coil-overs;
- rear suspension lowered OT springs; Koni shock absorbers; wheel bearings, tie rod ends, knuckles;
- 124 disc brakes, calipers etc front and rear;
- new alternator, regulator, blinker repeaters, amber park light lenses
- 4 x 13" restored Cromodora alloy wheels, with new Yokohama Advan 175 x 60 x 13" tyres for temporary mobility;
- standard 850 Berlina wiring loom is a low probability of availability .

Project is available for sale immediately

This is a serious and advanced project with more detail work to complete.
Larger and numerous images and longer descriptive text is available for emailing.

Interested parties with enquiries, for larger scale images and description; and for access to view the project please contact:
Mario Boano on 0414 639 602

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March 2024