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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:
pblake@ozemail.com.au
Or cmi.editorial@gmail.com

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Graham Mitchell
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Rob Madigan
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Peter Lowe
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Blakey's Bit

When I started on this mag I didn't have much to put in it. But as I worked on it, things turned up—mostly from inside my own head (although I did—and often do—get an article from the President).

So if you are dismayed by the number of pictures of my car or the number of stories about it, the solution is in your hands: write something—about your own car, about a friend's car, about a car you wish you had, about anything at all as long as it's the kind of story you might like to tell someone.

And if you say to yourself, 'I can't write …' your self will believe you, and you won't write anything. If, on the other hand, you say, 'I'll have a bash', you will be rewarded. As long as you have a story to tell, your 'bash; will tell it. And if it needs more work, I'll put the work in or guide you on how to do it.

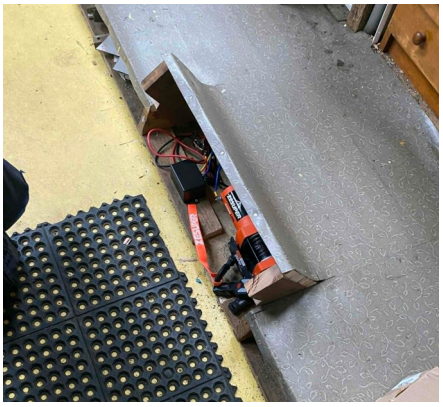
Even a photograph tells a story of its own, and if that's what you have I'll gladly accept it.

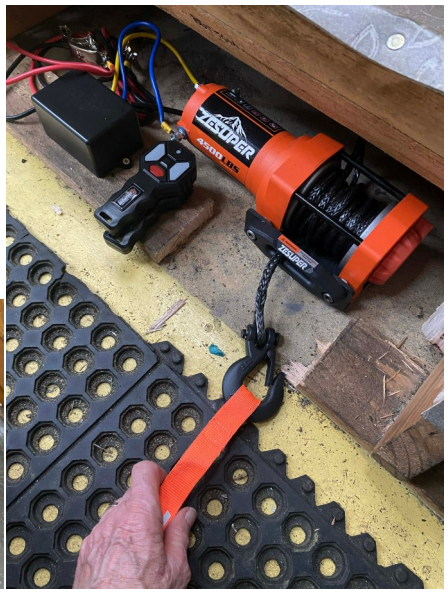
As an example, here's a very short, simple story, largely told with pics:

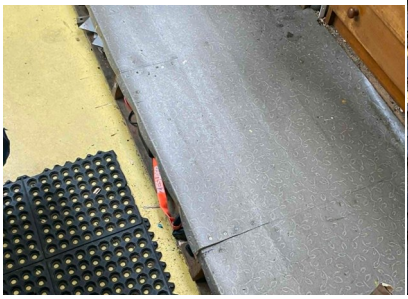
If you've ever helped me to push a car without an engine into my workshop you'll know how steep the apron is. And the hoist has a hump too.

Solution? A $130 12V remote controlled Temu winch. It's under the platform in front of my bench. See below and right.

Send me some pics—and words too!







Presidential Patter

Having spent the first half of the year dabbling on the dark side (French cars) I thought I'd best get myself back onto Italian matters. Mid-April Phil Blake and I both raced the Abarth OT1600 at Symmons Plains - An experience that will stay with me for a good long while. To continue my Alfasud shenanigans Graham M and I collected one-and-a-third Alfa Romeos from Devonport. I look forward to more Italian shenanigans as the year goes on.

John

For quite a while I have had trouble persuading the OT1600 to handle. At least, I have been aware of it for quite a while. But I am starting to wonder just how long it's been a problem.

When I was at Winton in May last year, the car was all over the road. After trying to check the wheel alignment in the garage, Graeme Soden and I gave up. But we had suspicions that not every wheel was pulling its weight..

When I got home and had some more facilities I tried again. And the results made no sense. It seemed that the left rear wheel was incapable of reaching toe-in.

So I called in the cavalry—Dave Paine at Aligntech.

Dave confirmed what we feared: no matter how much adjustment was applied, the left rear was toed out..

If you have a rear-engined Fiat you will know why this is bad: they are supposed to toe in, for straight-line stability at least, and toe-out on one side is definitely catastrophic if you want to—say—go around a corner.

So Dave's solution was to get me to extend the slots that allow the left rear alignment to be altered.

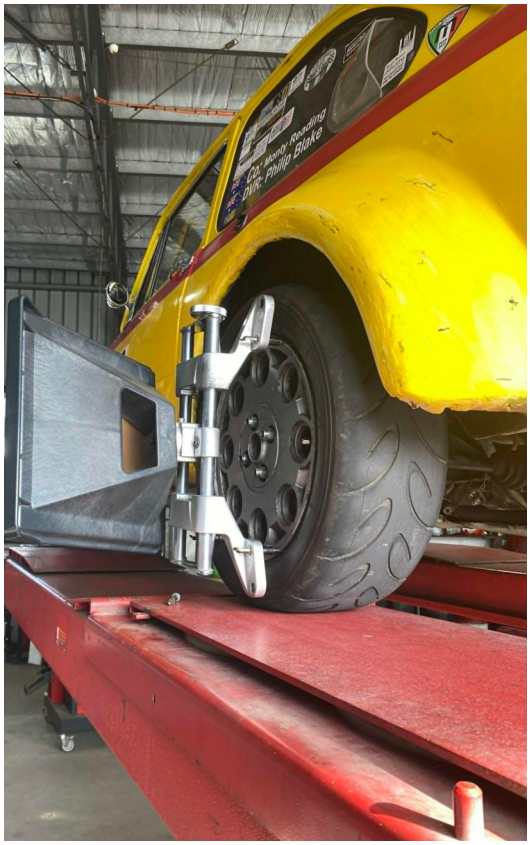
I think we had five trips to Aligntech altogether before he was able to get just under a millimetre of toe-in on each side.

In the very short distance that I have driven it on a racetrack since this breakthrough (about half of Symmons Plains, several times), it seems greatly improved.

And in the ten or 15 laps he managed around Baskerville on the way to Symmons, John Madigan extracted a lap time three seconds faster than anything I have achieved.

So—given that it was toed in before—where did the adjustment go? I can think of two possibilities: I had a minor collision in the Baskerville Historics before last, on the left rear; and I also slightly distorted the frame of a bearing mount while trying to put in new metalastic bushes at the rear. Neither of these seemed like enough to badly affect the handling—but maybe together they did.

Pic below left shows what we started with. Note 0.4 on left vs. 4.7 on right!



It could be Monza

For the past few months I have been fascinated by rear-engined Fiats. The reason is they are polar opposites to the Alfasuds I have become used to (apart from being Italian and lightweight). The Alfasud is front-wheel-drive with the motor hanging over the front axle. While the Fiat lump hangs behind the rear axle driving the back wheels.

Fortunately for me our very own magazine editor Philip Blake just happens to own a rear-engined Fiat. Not just any rear-engined Fiat though: an angry one with a scorpion up the front and a 2L twin-cam at the rear!

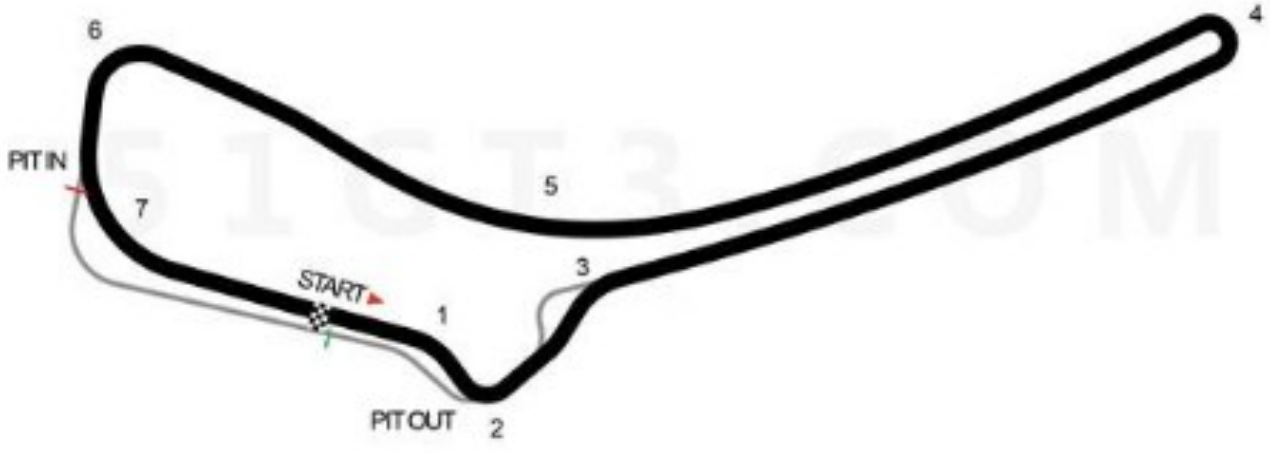
With the Symmons Plains Historic Sprints coming up on the calendar I asked Phil if I could have a go in the Abarth. Phil was happy enough so we both put entries in for the event. My first drive of the car came a week before. Phil and I pottered around the countryside while I got to grips with some of the quirks associated with this unique piece of engineering. Notably the race clutch separating the gearbox from the engine. It is savage and resulted in many stalls.

It could be Monza 1966: the Kirkland Ferrari 312 and the Blake/Madigan OT1600

A few days later I caught wind of a Baskerville practice day the day before the Symmons Plains event. Phil was trusting enough to let me to take the car out there and turn a few laps before we went up North. This is when I got to unleash the Abarth in anger for the first time. Having been warned of the handling characteristics associated with the car I wasn't expecting a particularly speccy lap time and approached with caution. However after my first few laps the car felt at home on the track so I started to push a bit. What I found is this Fiat isn't slow through the corners like I expected. It simply requires a unique driving style unlike anything I have ever driven.

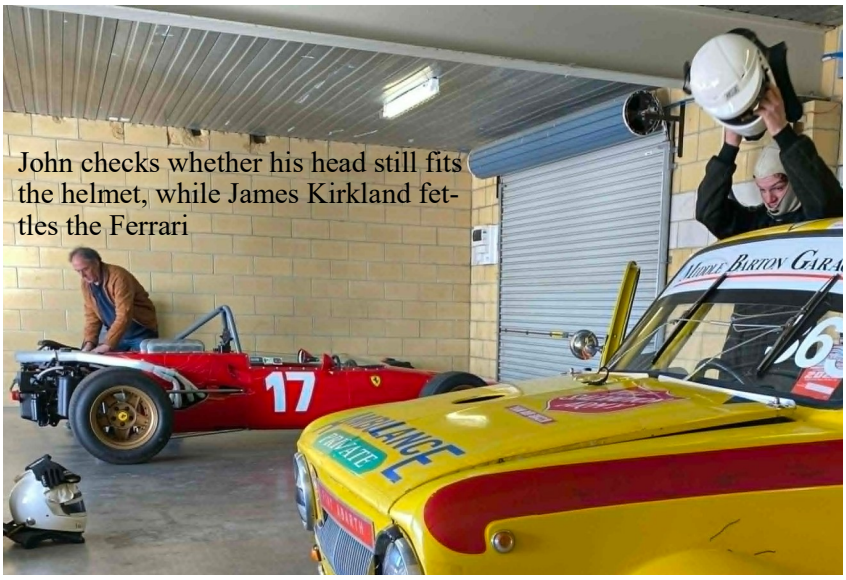

Could be Monza again—Maserati 250F with OT

Heading into a corner I would hit the brakes hard lifting the rear up and digging the front wheels into the tarmac. As soon as the front axle bites I would aim the car towards the apex. After the initial turn in the front wheels were no longer of much use and it was down to pedal inputs to guide the car through the turn. Trail-braking was key to setting the car up for the cor-



ner. Then it was a case of applying full power, launching the little Fiat through corners like a catapult. The result of this was some spectacular steering action and a lap time of 1:07.4 (less than a second off my Alfasud's best time). After 15 laps or so I was comfortable in the car so we loaded up and headed up to Symmons Plains.

Phil and I were looking forward to the event. On paper Symmons Plains suited the Abarth well with its long straights. The event was a unique one with the day split up into two parts. The course on the first half of the day started at pit exit and finished just after turn 6 (track map opposite). It was tremendous fun sending the car through the narrow pit exit. There was time to relax heading down the long straight before braking as late as you dare into the hairpin. Down the following straight the little Fiat was reaching near enough 160kph before the braking zone. The car squirmed and wiggled as you passed each brake marker. When the car feels stable enough you release the brake, turn in and accelerate as hard as you can towards the finish line.



John checks whether his head still fits the helmet, while James Kirkland fettles the Ferrari

The afternoon was spent driving in the opposite direction. Starting at what is usually pit entry you fang it through turn 6 and onto the huge not-quite straight. It felt truly bizarre approaching the scenery from the opposite direction. Near the end of the straight there was a chicane that required careful navigation before the run towards the hairpin. The hairpin from the opposite direction is deceptively steep and tightens back on itself. The corner allows for very late braking. The trick I found was to overshoot the corner, rotate the car in the middle of the road and straightline the exit. I didn't quite get it right on two of my three attempts as I kept missing second gear, but it felt great when I finally got the corner right. At the conclusion of the event I was able to walk away with a class win with Phil also on the podium.

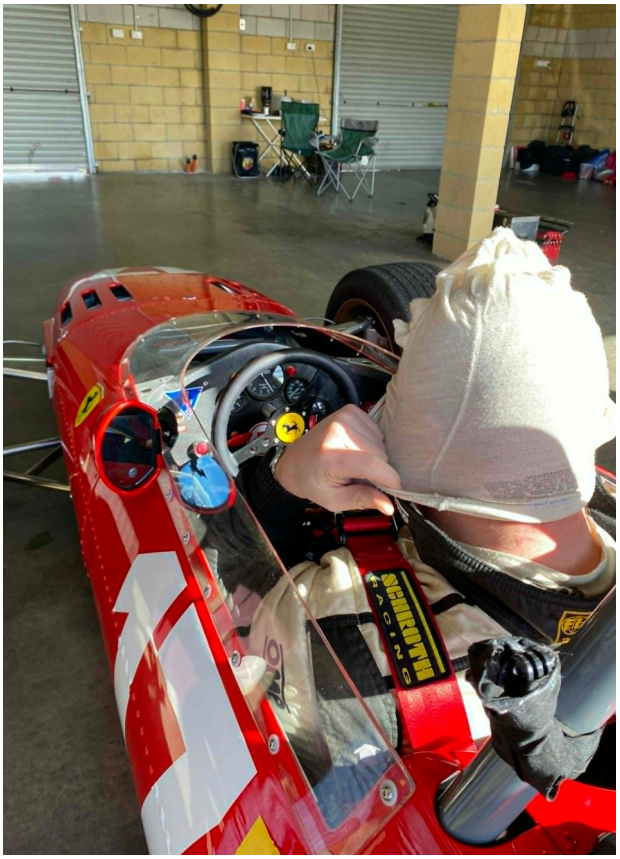
Rocky Carosi's Jag shared our pit

After spending a weekend driving the OT1600 I felt truly honoured to be able to drive Philip's creation at both tracks Tasmania has to offer. I was amazed just how capable and well set up the car is. For all the trouble it's given Phil over the years, persistence and clever engineering has resulted in one of the most capable and enjoyable (and unique) race cars I have had the pleasure of driving. While I was told I was fired after less than satisfactory lap times I do hope one day I can drive a rear-engined Fiat again – it was a truly amazing experience.

(All-too-satisfactory lap times—Ed.)

Above: Simon Froude's Porsche

Above: Jeff Hindle's FX



Above: Sam Kirkland gets strapped in; and above right: Hand-made (like everything else!) sway bar

Pleasingly, the OT wasn't much slower off the line than the Ferrari! (We have video proof.)


Jeremy Dyer in Randall Langdon's Gremlin

Mark Dilger's MGB


Team CMI: Jason was my 'strapper' all day

F1 - then and now

Like millions of others, I'm a regular F1 watcher. And in the last few years, I have to say, some parts are not that good. If you painted all the cars red, you'd be hard pressed to pick a Ferrari. And if you wrote out the power unit specifications, they'd all be turbocharged V6s with similar internals, similar rev limits, a few hundred horsepower of additional electric urge – in short, they're all pretty much the same.

This can make for close racing - except that for several years recently it wasn't possible to get close without losing downforce and spearing off or ruining your tyres.

New regulations have improved the quality of the racing, but with some weird results like suddenly losing power at the end of a straight because the battery is charging. Various shock-horror AI-generated stories on YouTube suggest that changes are afoot to fix the odd things that are happening, but I'll wait for the Kayo coverage to find out the truth. (My personal opinion is that limiting the size of brakes would lengthen the braking distance and improve overtaking opportunities, as well as force some improvements to brake design.)

Back in the day, the formula changed regularly; and in 1966 it went from 1.5 litre to 3-litre engines; if the 1.5 litre formula was technically interesting, the 3-litre era was fascinating. There was a lot of speculation about who would win, of course: it seemed likely that Ferrari would walk it, as they had been building bullet-proof 3-litre V12s for aeons, and had a nifty little 2.4-litre V6 in reserve. And I think they would have, except … but that's for later.

Various people were using bored out engines from the previous formula – or the formula before. Dan Gurney's Eagle was initially powered by a 4-cylinder 2.7-litre Coventry Climax engine while his Weslake V12 was under construction. BRM had a stopgap car with a 2-litre V8 from the Tasman series. This series also provided the Lotus-Climax 2-litre, while Lotus waited for a 3-litre BRM engine to be available.

The Monaco race – first of the season – showed some interesting results. Jackie Stewart won in his 2-litre BRM; Lorenzo Bandini was second in a 2.4-litre V6 Dino Ferrari; Graham Hill was third in the second 2-litre BRM; American Bob Bondurant was fourth in a private 2-litre BRM; and they were the only classified finishers. (Guy Ligier and Jo Bonnier in private 3-litre Cooper-Maseratis were still going but were too far back to be classified – which is saying something, since Bondurant in 4th place was five laps down.)

So on paper, the 3-litre cars weren't cutting it. But F1, even then, was F1, and some very clever people were working hard to try to build a dominant and reliable car.

This result also spoke loudly about the future for Ferrari. In qualifying, John Surtees had put his V12 in second place, while Bandini's little Dino was fourth, only 0.4 seconds behind him. Surtees correctly pointed out that the Dino was the car to have for Monaco, and asked for one; but team boss Dragoni's answer was something like 'Ferrari builds V12s, and that's what you're racing'. (He did not explain why the Italian Bandini was driving something else.)

Not a single 3-litre car was classified as a finisher – and the last three qualifiers were effectively fourth, fifth and sixth. Everything in between was gone.

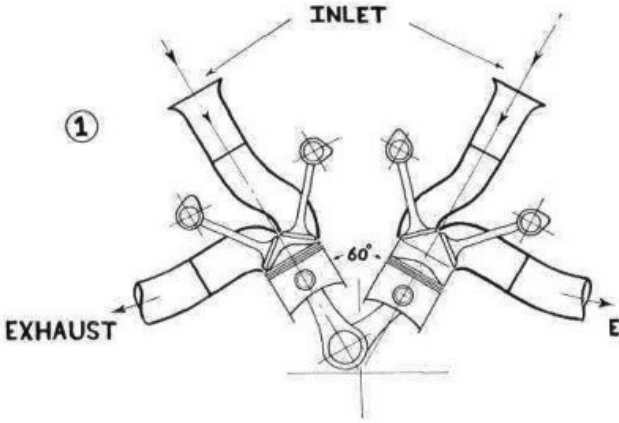
Opposite is a page from Motor-Sport magazine in which Denis Jenkinson explains the latest engines. (This was written before the Monaco race.)

1. The Maserati engine powering the Coopers was a development of the unsuccessful 2.5-litre V12. It would win one race in '66, in a Cooper driven by John Surtees.
2. The Repco-Brabham engine was the only SOHC on the grid; the Buick block's Repco head was designed by Phil Irving. It was one of the least powerful engines, and on paper it had no chance. It won four of the nine races.
3. BRM's H-16 was the most complex engine of them all. It was not reliable, and only ever won one race, in a Lotus driven by Jim Clark.
4. The ex-Indianapolis Ford engine was the noisiest on the grid, but it was also unsuccessful and unreliable. It ran in the first McLarens.
5. The Ferrari V12 was expected to dominate, and it did win two races: one for John Surtees and one for Lodovico Scarfiotti at Monza. It could have done a lot better, but Ferrari's chaotic internal politicking resulted in them losing John Surtees to Cooper-Maserati. (He walked out during the Le Mans 24 hours following a dispute over a last-minute change of strategy. And Ford won …) Despite this, Surtees would finish second in the world championship.

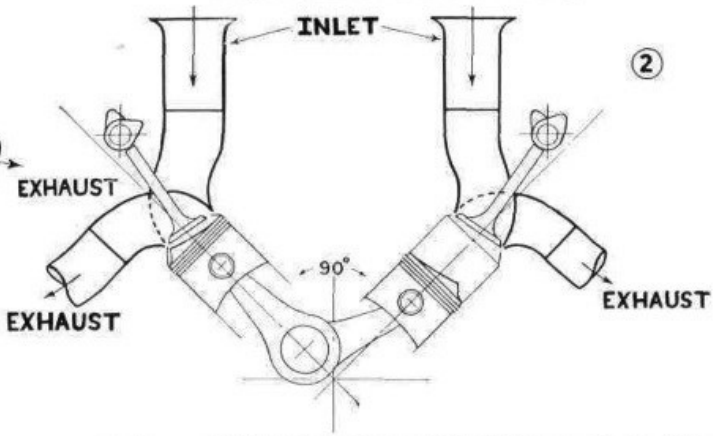
If you want to see what a 1966 Ferrari 312 looked like, look no further than the previous pages. This is a replica with a Ferrari 360 V8, but it looks exactly like the original (which I have seen and touched).

3-litre Grand Prix Engines

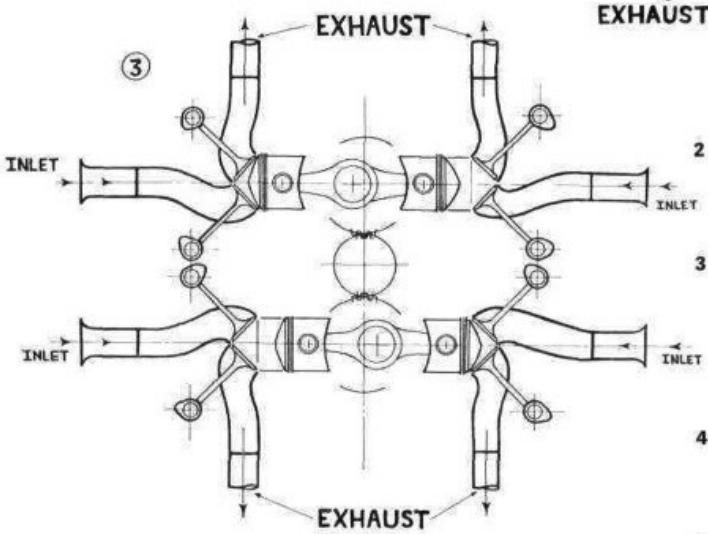
With the European Grand Prix season not yet begun the activity in the engine world is most interesting, and augurs well for the future of Grand Prix racing. Already plans of five different engines have been released, of which one has actually been raced, another consistently out on track testing, two on the test beds, and the fifth not far off that state. While having some things in common, they differ widely on the question of porting, and the accompanying diagrammatic drawings are intended to show the various layouts of inlet and exhaust ports, as well as cylinder and camshaft positions on the five major contenders that should be ready for the first Grande Epreuve. As yet there has been no detail news on the Gurney-Weslake V12, or the Honda engine.—D. S. J.



1 *Left :* MASERATI V12-CYLINDER, four overhead camshafts, inlet ports downdraught between the camshafts on each bank of cylinders. This engine will be used by the Cooper Team for Jochen Rindt and Richie Ginther and the privately-owned Coopers of R. R. C. Walker and Guy Ligier.

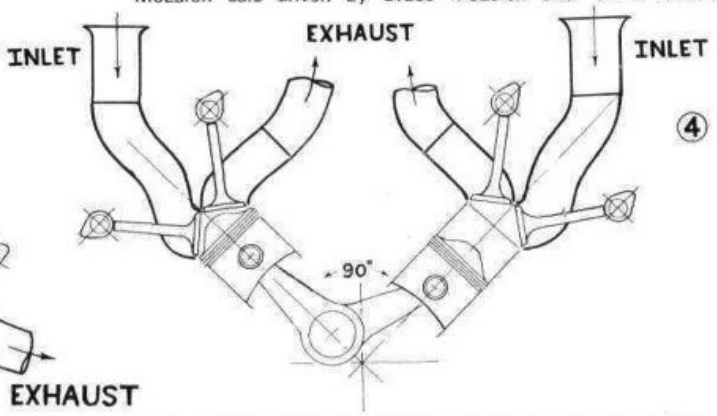


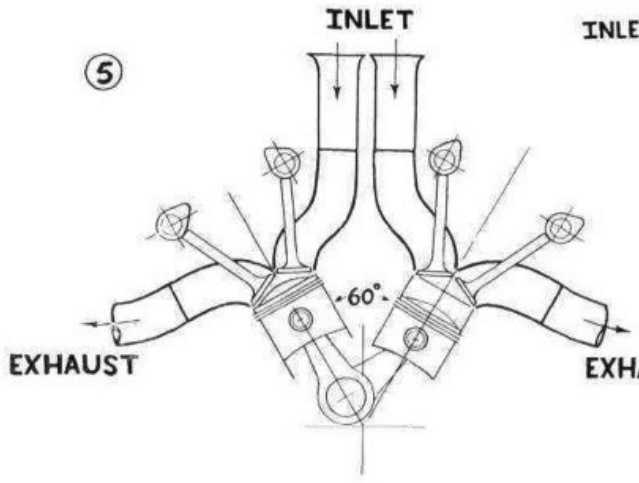
2 *Above :* REPCO-BRABHAM V8-CYLINDER, based on light alloy Buick engine. Repco cylinder heads have single camshaft operating in-line valves, downdraught inlet ports. This engine will be used by the Brabham team, for Jack Brabham and Denis Hulme.



3 *Left :* B.R.M. H-16-CYLINDER, being basically two horizontally-opposed 8-cylinder layouts one above the other, coupled by gears to a central gear. First engines will have four camshafts on each side, but later a single camshaft on each side will operate the inlet valves. Inlet ports are horizontal and lie between the valves of each cylinder. These engines will be used by the B.R.M. team for Graham Hill and Jackie Stewart, and will also be on sale to other chassis builders.

4 *Below :* FORD V8-CYLINDER, based on 1964 Indianapolis Ford engines. Four overhead camshafts, with downdraught inlet ports between camshafts on each bank and exhaust ports in middle of vee. These engines are modified by McLaren for use in the McLaren cars driven by Bruce McLaren and Chris Amon.





5 *Left :* FERRARI V12-CYLINDER, with four overhead camshafts, conventional inlet and exhaust port layout, and based on the 1965 Ferrari Prototype Le Mans cars. This engine will be used by the Ferrari team, whose drivers are not yet settled, other than John Surtees when he is fit again.

NB: None of these engines is the Ford-Cosworth DFV. That would come in 1967, winning its first race and a further 154 F1 races. (Ed.)

What's this?

At the Parliament House Lawns display I ran into a guy called Scott who owned a Fiat-Abarth 124 Spyder, and who had a large number of other interesting cars at home in Victoria. As we talked he searched through hundreds of car pics on his phone, and suddenly showed me some of these. He challenged me to guess what it was. I had no idea.

Can anybody apart from Graham do better?

I'll give you some clues: it's not a Willys, an Austin Champ or a Land Rover. It had an under-2-litre engine. It had independent front suspension and a turning circle of under six metres! It could climb a 120% gradient without oil starvation because it had a dry sump. It could go through water 600mm deep. And it won its class in the 1952 Mille Miglia.(!) It also had a crazy nickname. And it was a commercial flop! (Too good, too expensive.)

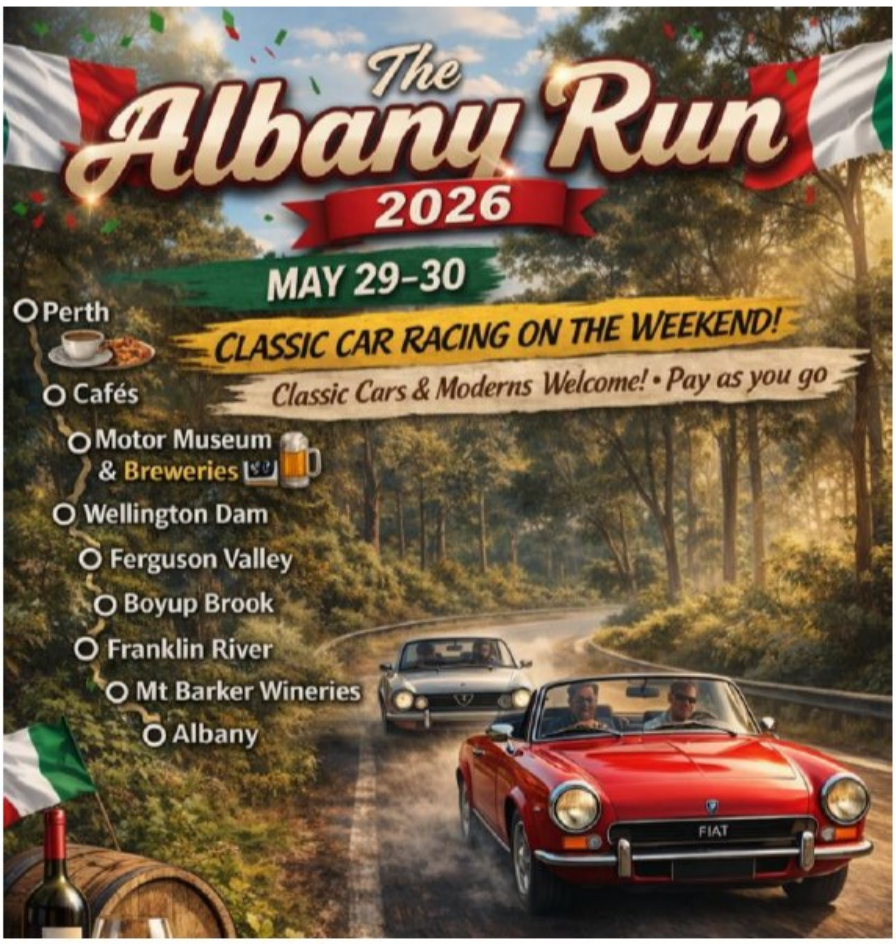
The solution can be found on page 14 – upside-down for crypticity, and because I can.

Albany Run to Round the Houses

The FLCWA's Albany Run departs Perth on the morning of 28 May and heads indirectly to Albany on more enjoyable roads incorporating a number of special locations including cafes, wineries, pubs, motor museums etc.

We will have an overnight stay at Boyup Brook on the Thursday night. The overnight accommodation will start at around $125 per bed, with various options available.

We then leave on the Friday morning and wind our way to Albany. It is up to participants to sort out accommodation etc in Albany for the weekend and to get home.



Please register your participation on the run (including its various activities) at www.trybooking.com/DLGET .

Marketplace

For Sale

1977 Fiat 132 sedan (1800cc), automatic. Registered and running.
1968 Fiat 1500 series 3, registered and running (centre right).
Vespa 400 microcar, unregistered (bottom right).
Other vehicles available.
Enquiries to **Tony Cirillo** on **0433 127 344.**

Some days … PB

Some days you feel like you should have stayed out of the workshop.

I've just bought a pair of Aldan American Phantom shock absorbers for the front of the OT 1600, to replace the AVOs that have been on there for about ten years.

They look great, but I've had the odd problem. The first is that my springs (Eibach) are a millimetre too small in diameter to fit the collars. This is deeply weird, since spring diameters go up in half-inch increments. I can fix it by skimming the collars in the lathe, but to do that I have to take the top mount off the shock. There are two grub screws, which I think are the adjuster detent and the securing one that allows me to unscrew the top mount.

I have written to Aldan twice about this and other things (see below), but have yet to receive a reply. I put this down to the fact that their chat system goes to 'send' as soon as you hit an enter key (e.g. to start a new paragraph, or to leave your email address or name). My third note to them I cunningly wrote in Word and then pasted in.

Another thing that worries me is that when I cycle the shocks up and down they feel as if there is a huge air bubble in them.

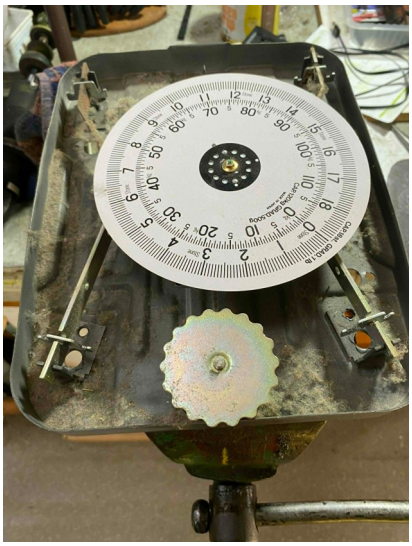
YouTube tells you to cycle them fully up and down 'three or four times' to get them 'bled'. I have done so unsuccessfully a lot more times than that, which is pretty tiring as I am neither heavy nor strong, and they are firm in the bit that works.

And then there are the spherical joints at top and bottom – which aren't there. The dealer (JEGS) sent them with metalastic bushes. I'm hoping that there are circlip grooves under the bushes for spherical joints.

So I'm about $900-odd out of pocket for no result so far.

Which would be bad enough, except that I also decided to check my spring rate while I had the springs out. I did this by putting the spring in my big drill press, pulling it down one inch on a set of bathroom scales and reading off the result. It was only 140 lbs, which seemed light. And then I let off the pressure – and the dial stayed where it was. I had bent the top of the scales. These are analogue scales, and they can be dismantled fairly easily by disconnecting two little springs. Reassembly after straightening is another matter: every time you try to manoeuvre those springs into position, one falls off. And the whole internal assembly is rather like setting a vast rat-trap, with a lot of delicately balanced stuff that can go wrong.

Some days you feel like you should have stayed out of the workshop ...



Support for **Windows 10**, **Office 2016** and **Office 2019** has ended on October 14, 2025. Learn more about your options for **Windows 10** or for **Office**.

Microsoft Publisher will reach its end of life in **October 2026**, after which it will no longer be supported, included in Microsoft 365, or capable of opening/editing .pub files. Until that date, functionality remains the same. Users should migrate to alternatives like Microsoft Designer, Word, or third-party tools, and convert existing files to PDF.

Dear Microsoft,

I have been using Microsoft Publisher for a total of about 15 years, particularly to create my car club's 16-20 page magazine, *Veloce Nota*.

I see that Publisher is reaching its 'end of life' in October this year. Not only is it ceasing to be available, it will apparently stop working entirely, so that unless I go back through 15 years of magazine production and save each issue as a PDF, they are all lost forever except on paper. I don't think this is a good option, and I *know* it's not a good way to treat customers.

A car manufacturer who did this—building a car that had a 'life' and was no longer functional or saleable or even able to be opened after a certain date, without explaining the plan to buyers—would have a career lasting as long as the life of its first car.

I can probably work around this by using another program, which I will then have to learn.

You recommend Microsoft Designer, Word or PowerPoint, none of which in my opinion will do the job of producing a magazine of this type. And with the experience of Publisher sinking under me, why would I want to get in another of your ships?

You also suggest 'third party products', without naming any of them. It may be company policy to ignore the existence of competitors, but they are hardly competitors if they occupy a field that you have abandoned. There must be someone at Microsoft who knows the best substitute for Publisher.

Yours—for the moment—

Philip Blake, Tasmania, Australia

It's called 'Matta' (Mad) by Italians, though not by the company. Built to tender for a defence contract. but too expensive for the Government, who went with the cheaper and less capable Fiat offering.