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1 July 2011 to 30 June 2012	
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 first Tuesday of each month, February through to December, upstairs at the Civic Club, 134 Davey Street, Hobart.

The committee meeting is held between 6.30-8.15 pm and the social gathering follows at 8.15pm. Drop in one night.

In the North, Italian Car Enthusiasts (ICE) meet informally on the second Tuesday of each month at the Riverside Hotel, Launceston, starting at 7.00 pm. Contact Sabina Toscan at

[tasuniforms@bigpond.com.au](mailto:tasuniforms@bigpond.com.au)

CMI's AGM is held at 7.00 pm on the first Tuesday of September at the Civic Club, Hobart.

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

**Please send all letters and contributions to The Editor:**

**[Cmi.editorial@gmail.com](mailto:Cmi.editorial@gmail.com)**

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Welcome to the latest issue of Veloce Nota,

This issue is all about the small and light weight in our Italian families as we enter the Christmas season which is all about putting some weight on! It has been a busy year for the club and we will reflect on the last few months as we look forward to 2012. Buon natale! Ryan

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## Life in the Fat Lane

Apparently I am a freak... top heavy like a half empty tube of toothpaste – well at least according to the size charts I have been measuring up against in my bid to purchase my first race suit. I am too short, too broad and too skinny – physical deformities forcing me between sizes. Is this where being fit and healthy gets you? Having to choose between suit ‘A’ which is made for Frodo Baggins or suit ‘B’ which is better left for the Michelin man?



Look at him there... all smiles and waves...  
the fat bastard

I decided on the size 46 ‘Stratos’ by Sabelt, and would simply have to put up with a suit that had an oversized waist (that Velcro front strap would just have to be tightened beyond reason). As it turned out, my suit was specially ordered from Italy and actually fit me perfectly- what luck those Italians share my disfigurements! Lucky as I was, the issue of larger mid-section sizing got me wondering.

I have always been told that race drivers need to be fit, light-weight and able to endure extreme physical conditions, so why were most suits better fitted to Peter Griffin than to Mark Webber? The answer is

simple and all around us; obesity is becoming the norm – edging its way into not just race suit, but cars themselves.

Despite global increases in small cars worldwide, the equally increasing obesity levels have forced car manufacturers to develop ways to accommodate these supersized (and likely American) drivers.

Mercedes Benz is currently testing heavy duty grab handles to assist the hefty in entering and leaving the vehicle, and both Ford and Nissan have developed fat suits to wear in order to test and develop control systems.

In a recent program called ‘plump my ride’, BMW is focusing on cabin mobility under the pretence that “cars need to adapt to the changing size of their drivers and passengers.” The results of these tests have already resized our cars as each new generation model grows significantly. A good example of this is the BMW 5 series which has grown a foot in each direction over its 6 generation, 30 year lifespan.

Obesity is not just resizing our cars however, it is redesigning them. Ford recently increased the size of their dashboard buttons so that ‘sausage fingered’ individuals do not press multiple buttons at once.

So it would appear that while for now I can buy an Italian made race suit that fits my dimensions, in the future I may not fit in a car. Perhaps the imaginings of Austrian Erwin Wurm’s ‘fat Porsche’ (on display at MONA) are not all that far away after all...





**Buon giorno**

**We've had a few events since last I wrote, and after a quick break for Christmas, we CMLers will earnestly 'get back into it' for the New Year.**

It was good to see another solid Italian turnout at the Baskerville Hillclimb in November, which marked the first outing for committee member Garth Newton in his newly acquired Fiat 124 (ex-Peter Storr). Alex Ransley (GTV6), Phil Blake (Beta), Geoff Storr (GTV) and Stuart Craft (GTV6) also competed in the event, while Jake Hill made sure that everybody noticed his Alfetta GTV by suffering a major tailshaft failure across the finish line on his last run and leaving his mark on the track. Many of you would be aware that the transaxle series Alfas spin their tailshaft at full engine speed, so when a donut or coupling fails at full revs, it's not a sight, sound or feel for the faint hearted! Jake, ever the pragmatist, has purchased another car (yes, an Alfa) for use in the meantime while he fixes the GTV. Actually, more on this later...

The annual Parliament House Display was once again organised by Graham Mitchell and despite Tassie spring weather's best efforts we still saw a good number of lovingly polished Italian machinery on show for all and sundry. A particular highlight for many was the spectacular Alfa SZ 'Il Mostre' of Kim Briggs – methinks by turning up he managed to avoid being the recipient of the duck by the skin of his beak, as he had lost the keys to it many months before. It was also wonderful to see some recently finished projects, including Graham Reading's Fiat 600, as well as some prospective or new members' cars such as the '60s Alfa Zagato and a very tidy Fiat 500 (60s) which would have been a bit of a sleeper.

That night 34 of us filled the top floor of Paesano Restaurant in West Hobart for the club's Christmas Dinner. For the first time I can remember, we had so many bookings ahead of time that there was a waiting list in place, which is a fantastic effort indeed by Club Captain Monty Reading. During the feast we found time to give out all the awards for 2011, which are summarised as follows:

<b>Best Restoration (Joint):</b>	<b>Geoff Storr and Graham Reading</b>
<b>Doug Goodwin (Best Mech Improvement)</b>	<b>Philip Blake</b>
<b>G.I.T:</b>	<b>Jake Hill (Ah-ha!)</b>
<b>The Wooden Duck:</b>	<b>Gary Hughes</b>
<b>Clubwoman/Clubman of the Year:</b>	<b>Katherine Sellers and Gary Hughes</b>

All awards were thoroughly deserved. There was some debate about Best Restoration but the Committee felt that both Geoff and Graham had put in so much in the way of blood, sweat and tears to each vehicle that there was no way to separate them and thus each received a magnificent trophy in recognition of their efforts. The Doug Goodwin was awarded to Phil for his Beta, in recognition that this car had gone from a somewhat unreliable performer in Targa to something that Phil can now drive without having to chase with a tow vehicle and trailer. Jake sealed his G.I.T. status by purchasing a number of Alfas in the week leading up to the display, though in fairness it did transpire that the Grand Master, Graham Mitchell himself, has been busy and now has added a dead Ssangyong Musso to his 4x4 graveyard, joining a dead Range Rover, a dead Mercedes 300GE and a dead Land Rover Discovery. Gary was awarded the Duck by Warwick for a variety of reasons but those present at the Domain Hillclimb this year would have witnessed the final transgression – Gary, remember you get to award it next year, which is all part of the fun.

I'll finish with congratulating and thanking Katherine and Gary on being recognised as joint recipients of Clubman/woman of the Year. It was an obvious choice as right from the AGM in October 2010 they have taken responsibility for so much of the running of the club. Katherine's efforts as Secretary extended to all motorsport events and her organisational skills have become legend. Gary as Club Captain managed to take on the huge responsibility of organising all the motorsport events and he ran them at a very high standard. So thank you to you both, and we hope that you continue to be active members as we very much enjoy your company, which is just as important as your contributions.

**PS: I look forward to seeing some (or all) of you at the next few events, starting with the family BBQ on Sunday Jan 15<sup>th</sup> at Dru Point, and next event 'The rafting trip' on the Derwent on Feb 5<sup>th</sup>**

**Buon Natale, Tristan**



As the year draws to a close and a New Year approaches, the wheels are in motion for our motorsports events in 2012. This year there will be three Hill Climbs and a regularity event that CMI will be running. The Baskerville Hill Climb is our round of the Tasmanian Hill Climb Championship (Round 2). This year will be different to the outgoing year because we will be running our own Hill Climb Championship that is limited to our CMI members. This new competition has been aptly named “King of the Hill” and participants will vie for this elusive title by participating in all three CMI Hill Climb events in 2012 ... who will it be??

The Hill Climbs for this year will be Collinsvale in March and Baskerville in July, cumulating in September with our signature event, the Domain Hill Climb. Now there will be rules to this competition and I have listed the basics below, along with the events timetable and ‘King of the Hill’ round list.

Basically there will be two classes: ‘King of the Italians’ and ‘King of the Barbarians\*’; to be a contender for the Italian class, an Italian car must be used in all three rounds and the Barbarian title can be claimed by those who compete in anything else (also attending all three rounds). Now here comes the clever bit... it will be a point based competition – akin to F1 or V8 Supercars – allowing all to have a fair chance at the title. The full rules and points system will be announced before Round 1 (The Collinsvale Hill Climb) on the website and in the magazine.

Hopefully this CMI championship is something we can all get excited about and get involved in – and make sure you do not miss the regularity event either because it’s all about consistency and not speed- leveling the playing field and giving you the chance to really compete.

If competition isn’t your thing, (or your four wheels of fun are out of action) we are always looking for extra help at events. This is a great way to get up close to the action and is both fun and rewarding. If anyone reading this thinks that they could be of assistance, please contact myself or any of the other Committee members, we will be glad to hear from you.

On that final note I would like to wish you all a Merry Christmas and a Happy New Year, and look forward to seeing you in 2012.



Ciao Monty

- OUTLINE ‘KING OF THE HILL’:
- A club only championship held over the three Hill Climbs run by CMI
  - You must be a CMI Club Member to compete
  - You must compete in all three Hill Climbs
  - There will be two classes:
  - King of the Italians: must drive Italian car in all rounds
  - King of the Barbarians: those who drive any thing else
  - It will operate on a point’s based system - all will have a chance
  - Full rules and how point system will work will be placed on website before Collinsville Hill Climb 2012 and in the January/February Veloce Nota.

**\*BARBARIAN:**  
Noun: A member of a people (CMI) not belonging to Italian car ownership.

Sunday 4 <sup>th</sup> March	<b>Collinsvale Hill Climb (Round 1 King of the hill)</b>
Sunday 20 <sup>th</sup> May	<b>Regularity Baskerville</b>
Sunday 15 <sup>th</sup> July	<b>Baskerville Hill Climb THS 2 (Round 2 King of the hill)</b>
Sunday 30 <sup>th</sup> Sept	<b>Domain Hill Climb (Round 3 King of the hill)</b>



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## Ferrari 458 GT3 Smashes Bathurst Best

A Ferrari 458 GT3, the racing version of the Ferrari 458 Italia road car, has smashed the lap record at the legendary Mt Panorama race track in Bathurst, with Allan Simonsen posting at 2:04.9560 time during a practice session. This is more than four seconds quicker than the existing lap record for a GT3 category car and the quickest for any form of non-open wheel racing car.



### Best Bathurst Times:

<b>V8 Supercars:</b>	Jamie Whincup, Ford Falcon:	2:08.4651
<b>GT:</b>	Craig Lowndes, Audi R8 LMS GT3:	2:09.0861

## Ferrari 599XX Revealed

Ferrari has used its local Bologna Motor Show to reveal the evolution of its extreme, non-road going sport car, the 599XX. The 599XX now features improved chassis dynamics thanks to an active aerodynamic package (moveable rear-wing flaps) integrated with the vehicles' electronic control systems.

The car is more powerful than before (750hp up 20hp), weighs 35 kg less and produces 700nm of torque. The result of this concept is better performance in cornering with the aerodynamics optimised for every corner individually. Total downforce at 200 km/h is boosted to 330 kg when the flaps are open and 440 kg in the closed configuration. When combined with a final gear ratio that's slightly shorter, the car laps Ferrari's legendary test track, Fiorano, in just 1'15".



## Topless Bambino



Just in time for summer, Abarth has launched the Abarth 500C Esseesse convertible. This high performance pocket rocket produces 118 kW and 230 Nm of torque. It has lowered suspension, Koni shock absorbers, cross drilled brake discs, 17 inch alloy wheels and the specially developed Abarth Competizione gearbox. Top speed is 206 kmh and the 100 kmh dash is achieved in just 7.6 seconds. Despite these high performance figures, the Esseesse sips just 6.5 litres on the combined cycle.

Linking the Esseesse back to the heritage of the original 500 is a folding canvas roof section which, in this modern rendition, has two opening positions. At a press of a button the whole roof section opens at any speed, opening or closing. A second press of the roof button and the rear section, including the glass rear window, folds down for the full open car effect and will do so at speeds of up to 60 kmh. The roof also features the extra large rear wing that is a feature of the Abarth 500C Esseesse in keeping with the Abarth formula.



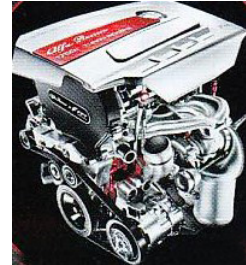
## Alfa Romeo's new 224kw 1.8!

Alfa Romeo has announced that it will launch a new 1.8 litre 224 kW engine in early 2013. Equivalent to 124kW (or 168bhp) per litre, the all-alloy Alfa four-cylinder's output is achieved through a culmination of modern technologies that are slowly making their way into current cars. These technologies include a 200 bar direct petrol injection system, dual valve timing and a "high efficiency" turbocharger. Alfa Romeo says the new engine will meet future Euro 6 emissions standards while "setting new performance and economy standards".

The aluminium architecture, combined with the most innovative technologies, will offer power-to-weight ratio, fuel efficiency, acoustic/NVH comfort, and driving performance that are the very best in this engine's category and have been characteristic of previous Alfa Romeo engines.

Designed for use in both transverse and longitudinal applications, the new engine will see service "in both existing and future models." The new engine will raise the bar on existing high-output, small capacity engines, making its first appearance in the 4C sports car, and its first high-volume appearance in 2014 in the new Giulia sedan which is set to replace the current 159.

"This is an extremely important step for Alfa Romeo, as we continue to reposition our brand and prepare it for global distribution. The United States remains our primary objective as we prepare for a 2013 introduction of our models," added Harald J. Wester, Fiat's Chief Technology Officer and head of the Alfa Romeo and Maserati Brands. "The dedication of Group-wide resources to develop specific powertrain solutions for the specific needs of Alfa Romeo is a reflection of the renewed thrust we are placing on the development of this brand. This is a first step in a series of initiatives to be implemented in the near future which will re-connect Alfa Romeo to its historical roots as a premium Italian sports car brand."



## Alfa Romeo G1 in Tasmania

The very first Alfa Romeo, the G1, and the only one left in the world, has been entrusted to Spirit of Tasmania to take part in a celebration of the legendary Italian car maker in Tasmania.

The Alfa Romeo G1 will be displayed at The National Automobile Museum of Tasmania which is based in Launceston and is one of Australia's foremost automotive museums.

The National Automobile Museum of Tasmania is renowned for the exceptional standard of the classic cars and

motorbikes on display all of which are privately owned and regularly changed over ensuring that every visit to the museum is a unique visit.

Anchoring the general display of around 90 classic cars and motorbikes, is a feature display of 8 Alfa Romeo's. The feature display will be titled "Bella Alfa Romeo", celebrating 100 years of design and performance excellence of this highly respected marque.

"Alfa Romeos, whatever their age, are made to be driven and to be enjoyed," explains Andrei Zaitzev, General Manager of

Alfa Romeo in Australia. "This is why our G1 is travelling to Tasmania. The G1 may be nearly 90 years old, but she embodies the spirit of Alfa Romeo."



**THE ALFA ROMEO 4C:**  
**Can Alfa Romeo pull off the**  
**car we have been dreaming of**  
**since the release of the 8C?**  
**We certainly hope so!**



The Alfa Romeo 4C is soon to become a reality. Previewed earlier this year at both the Frankfurt and Geneva motor shows, the production 4C is determined not to stray too far from the concept – a lightweight mid-engine coupe. Small details such as the wing mirrors, floating centre console and wave-textured dash will take more conventional production forms, but many of the cool bits will remain including the expansive and transparent engine panel, and the split-form instrument cluster.

While these aesthetics are decidedly awesome and important, perhaps the most significant carry-over will be the

lightweight carbon fibre chassis developed by Italian specialists *Dallara*. *Dallara* are responsible for the underpinnings of such greats as the Lamborghini Miura and more recently the KTM Crossbow, and are well known for their developments in formulae racing. This specially developed carbon fibre chassis will help the 4C towards its ambitious goal weight of just 849kg.

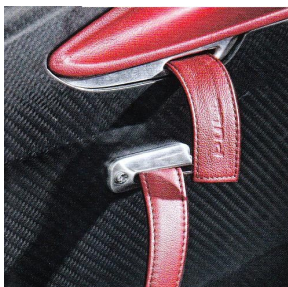
Alfa Romeo's DNA system will make an appearance, as will their fantastic TCT transmission. Alfa have confirmed this gearbox as the only transmission for the 4C, believing that it offers a better package than a traditional H

pattern manual, and will be adaptive to the drivers demands through the DNA system.

The Designer of the 4C, Alessandro Maccolini worked in-house with Alfa Romeo's design team headed by Lorenzo Ramaciotti, and the magical weight of 849kg has been a focal point in the cars development. Aside from the carbon fibre chassis, the 4C cuts weight through the use of a singular panel front end that eliminates the need for multiple fixing points, and is likely to use the concept car's beautifully crafted leather door straps in place of the traditional interior handles and side mouldings.

Weight has also been a consideration in choosing the 4C's mid engine power plant. Following a recent trend in mechanical engineering the 4C will make use of a higher capacity four-pot; Alfa Romeo's





upcoming all-alloy 1.8 turbocharged engine (as detailed in this issues 'Hot Source') which will set a new bench mark, producing around 224kw. If Alfa Romeo can pull off these kinds of figures and keep the weight down, the 4C is expected to shoot from 0-100km/h around the sub 5 second mark.

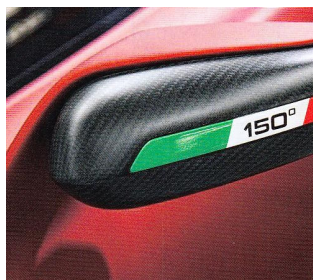
This car is destined for Australian delivery in 2013 and as a result the cars importer Ateco has speculated on price hoping to sell the 4C for "between \$60,000 and \$70,000". This would make the car ridiculously competitive, and would undercut its potential rivals the Lotus Exige, Porsche Cayman and Audi TT. To achieve this price point, the 4C will utilise suspension, brake and a variety of existing components adapted from existing Alfa Romeos such as the Mito and Giulietta. This is achievable because the 4C's mechanicals are essentially a FF transverse package turned 180°

to create a mid engine, rear-wheel drive sports car.

With its athletic Italian design, low price, low weight and high power, the 4C is a technological tour de force we can genuinely be excited about. If Alfa Romeo

can dynamically pull it off, the 4C will hopefully bolster the brand's image in Australia and front the Italian manufacturers re-launch into the U.S market. The 4C marks exciting times to come for Alfa Romeo, being the car to demonstrate the new all-alloy high powered engine and to re-affirm the company as an Italian sports car brand with a dynamic and spirited ethos.

R.R



### As we delve into our members sheds, Philip reveals his special 'little' project...

OT 1600

There are times when I wonder why I started this project. The moment when we cut out a damaged section in the front wheel arch was one of them.

The piece we removed not only keeps the outside world out of the cockpit, it also acts as a partial support for the front suspension – the top wishbone, to be exact.

And when, after an hour's hacking and grinding, I got it out, what greeted me was not a cheering sight. There were three separate pieces of sheet metal 'laminated' on top of each other, welded in some places and brazed in others, and where there were gaps they had been filled with bronze. And I mean gaps – like 10 mm wide in places. Not only that, but the bolts that held the top wishbone (and were therefore supposed to be fixed in place) were loose – and where they weren't loose they were surrounded by long cracks in the metal.

The car had obviously had an out-of-body experience at some time in the past and been repaired; the repair may even have stood up for quite a while after it was done; but in a race



car that we hope will do over 200 km/h, with big brakes that will stress everything – forget it.

So we welded in some new steel pieces and resolved that the front wishbones would be getting their support from a stronger part of the car.

They will now be mounted on extensions of the channel that holds the front transverse leaf spring.

The spring itself has been modified: the bottom leaf is now 8 mm thick instead of 4 mm; it is a bit longer on each side and is drilled for ball joints to allow us to use Fiat 132 uprights, which are a lot less spindly than the originals. So it's still a cart spring – it's just more of a racing cart than it was.

While working on all this, and having jury-rigged upper ball joints into the original 850 wishbones, I started working with cardboard to build dummy front flares. This was when I noticed that there was an awful lot of negative camber that I couldn't get rid of. I had done the calculations, so it shouldn't



have been there. At least it shouldn't have looked like a V8 supercar at the front.

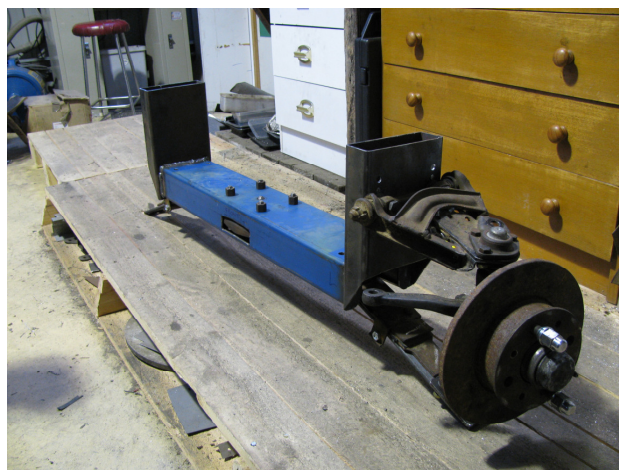
So I went back to first principles and reviewed everything... and realised that I had put the Fiat 132 uprights in upside down.

No problem, I thought, and whipped them off and reversed them... to discover that I now had huge positive camber, which I definitely can't get rid of. So I will have to modify my modifications, and am looking at mounting the wishbones 40mm further inboard and putting an adjustable rose joint instead of a balljoint on the wishbone.

The engine is nearly finished. The short block is complete, the head is ported, the valve guides shortened, the multi-angled valve seats cut; now all I have to do is build it and bolt it on.

More next time.

P.B



## 'A Story in Restoration' by Steve Pratten: Part 1(b)



Firstly, I would like to begin by explaining, or justifying, why a story about restoration of a Japanese car would be of interest to CMI members. Notwithstanding that some club members may also be contemplating employing professional help in an automotive restoration project, there are some clear Italian links with the early Honda cars, the S500, S600 and finally S800:

- Early Honda cars were a product of an organisation that was heavily influenced by an individual leader with passion for more than simply making a profit.
- The design of the taillight lens for the S500 and S600 were a blatant copy of period Ferrari taillights.
- Soichiro Honda was said to have owned a number of European cars that his technical R&D staff could drive and then dismantle. He is said to have instructed that his new cars must sound as good as a Ferrari.
- The S600 in particular could be described as being a bit Italian like in that being at times temperamental but when running well providing a highly intense and passionate driving experience and with a good exhaust could sound absolutely fantastic.
- Honda displaced the Italians for the world record of specific power output from small production alloy four cylinder motors (about 57 bhp from

606 cc in the case of the S600, nearly 100 bhp/litre in a 1964 production car!).

- The magnesium optional "Sports Kit" wheels for my car are in fact Italian, made by ALBA for Honda, and finally,
- Arguably Honda's greatest motor sport victory on four wheels was achieved in Italy when John Surtees, driving a Honda V-12, won the 1967 F1 GP at Monza taking the lead on the last corner of the last lap.

I have owned car subject of this story since about 1986 but by about 1990 I had taken it off the road as I decided it was simply too good a car to be used to drive to work (at the very corrosive atmosphere of the former Newcastle Steelworks). I had owned (counting only road registered cars) two S600 convertibles, two S800 coupes, and one S800 convertible before becoming the fourth owner this very original 800. The next key decision facing us all is whether or not to restore or simply to preserve. By about the mid 90's a small rust bubble had appeared and a few small dints tipped the balance between preserving a nice original patina versus the desire to put to use the many thousands worth of new parts that I had accumulated for the S800 and so I started the



process of complete dismantlement. Fast forward till 2011, and a move to Tasmania (hence the title “part 1(b)”), and a further key decision; should I do the body myself or pay for a professional, and secondly, where do I find a professional that I can trust to re-birth my baby who will understand the particular desires and needs of an enthusiast and who will not insist on talking me into accepting two-pack paint when I am 100% sure I don’t want two-pack?

Money, or the lack of it, is always a constraint, and fearing that I would die of old age before restoring my Hondas (yes there is another story for another day on a very rare “Sports Kit” race version of the S800, ex NSW “Team Honda” lurking in the garage.) By a mix of logical argument, and agreement that yes we did indeed need some bathroom repairs and new curtains, she who must be obeyed agreed that extending the home mortgage to at least largely restore one of my toys was an acceptable plan, a plan which the Bank did not hesitate to support. Fortuitously, around this time fellow club member, David Mitchell put me onto Matthew Fletcher, who runs a professional “rotisserie” car restoration business called “*Kaizen Autocraft*”. (Feel free to drop in at Matthew’s workshop for a look-see on progress on my body, 483 Main Rd Montrose, but please do mention that you are a CMI member!) Recognising the word Kaizen as a Japanese term in the field of Total Quality Management that refers to philosophy or practices that focus upon continuous improvement of processes in manufacturing, engineering, and business management I figured a visit to Mathew’s workshop was in order. Very soon after meeting Matthew, seeing his workshop,



Figure 2. Dent repaired in boot-lid frame where lack of rear access required use of a “single-sided spot welder/dent puller”. Before and after. Black Magic?



Figure 3. New panels used to provide templates to manufacture rust repair sections.

his works in progress, and discussing the issues such as Acrylic versus two-pack, it was clear to me that I had found a highly skilled artisan who did understand the enthusiast’s desire for attention to detail and originality.

Now some six months or so later since meeting Matthew, this is the situation: The chassis has been sandblasted and powder-coated (after previously been sand blasted and painted but was not good enough for me) and an as-new diff and steering rack, plus brand new suspension joints and Koni’s refitted to the chassis, the gearbox is soon to be re-assembled, the engine not touched yet but should be no problem as I have all new parts for re-build and the engine was running fine when mothballed, (and indeed has never even had the head off) and the body shell is almost ready for Matthew to send onto his subcontracting spray painter for Acrylic in original Honda Scarlet. (Note that the Honda S cars were the first cars in Japan to be painted in colours for attractive appearance rather than drab colours simply to cover the metal; Soichiro was generally considered to be a radical non-conformist.) Figure 1 shows the chassis with Italian ALBA wheels, Dunlop shod (as per original brand) ready for body return. I can hear the moaning already, *but Konis are*

*not original Honda parts*, however they do work so much better than the originals and arguably are a typical “period” accessory.

Whilst I did have all new outer guards for the car Matthew at *Kaizen Autocraft* has repaired the original panels. The body was initially sand blasted, except for the middle parts of the doors and bonnet where stretching of the metal was a risk, and parts of the under body where the original paint and sound deadening were sound. I like sand blasting as it will expose any unknown rust and complete body dipping in caustic solutions has some serious down-sides.

Thankfully, by starting with a very good original body very little rust was found and only very modest past accident damage revealed. Some small rust-repair sections were fabricated. The doors, bonnet, boot-lid, grill, and headlight bowls have all been dry-fitted to ensure no surprises with uneven gaps later. The doors were stretched out by use of hammer and dolly to return to as new shape as Matthew had found that years of use had left the metal skins pushed in by quite a few mm. Whilst Matthew’s facilities include panel forming gear, motorcycle frame straightener, shrinking and stretching tools, bead roller, MIG, TIG and spot welders, the most interesting tool to me is his “single-sided spot welder/dent puller”. This device allows dints to be pulled out where access from behind is not possible. See Figure 2, before and after.

The next instalment of this story will hopefully be before next winter and will describe the final finishing touches to the body after painting, the reuniting of body and chassis and my emotional response to this, and hopefully the rebuilding of the engine (with some slight enhancements).

Stephen Pratten

Honda S nut since 1978!

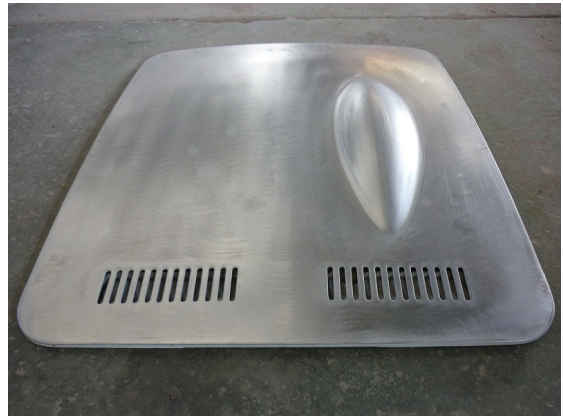


Figure 6. Naked bonnet in all its glory. The classic ‘60s bump was to differentiate between the S600 and S800 but was also needed to clear the larger S800 air-cleaner.



Figure 5. Dry fitting of doors.

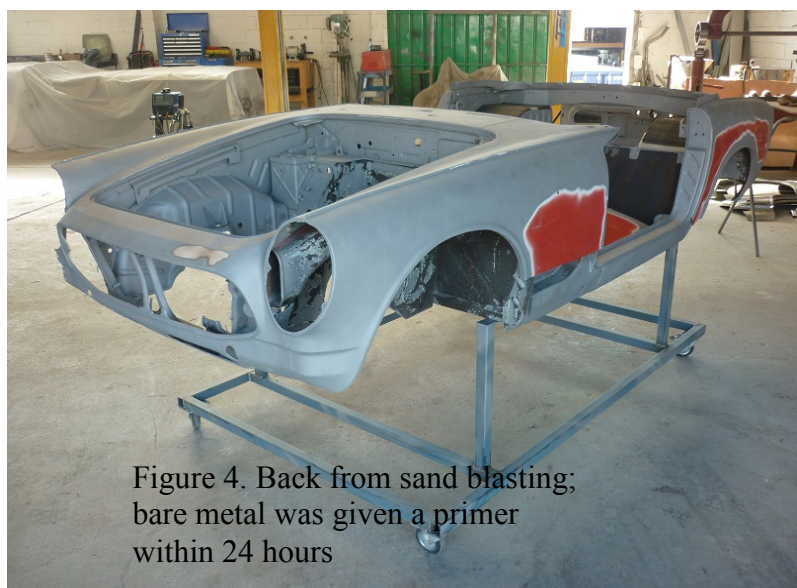


Figure 4. Back from sand blasting; bare metal was given a primer within 24 hours

## Ryan takes a step back in time and reflects on two of the most significant Post War creations; the Fiat 500 and Morris Mini

As I drove through the country side in my 1966 Morris Mini I thought to myself, “This car is still relevant, and still fun”. Sure its only safety features are under your left foot and between your two hands – but it is a lot more fun than the 6 airbag fitted, acronym flaunting, modern econo-bubbles that are available today. The Mini was insightful and relevant, speaking not only to the ever expanding middle class, but also to working class families and even celebrities.

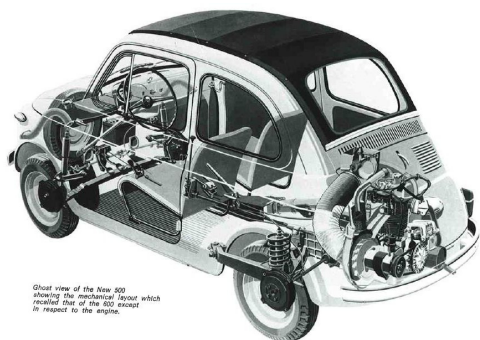
What other car could have come close to the Mini’s success? There was the Citroen 2cv made for bread munching peasants, and also the Beetle...made for Hitler. Only one other car comes close to the success of the Mini and it is a flamboyant and chic Italian; the Fiat 500. Launched to provide mass transportation for millions of Italian families and their hundreds of children, the Fiat 500 proved that getting about needn’t be dull, expensive or difficult. As was the case with the Mini, the only safety feature was the soft lug of flesh behind the wheel – but times were

different, and if these two are anything to go by... a lot more fun!

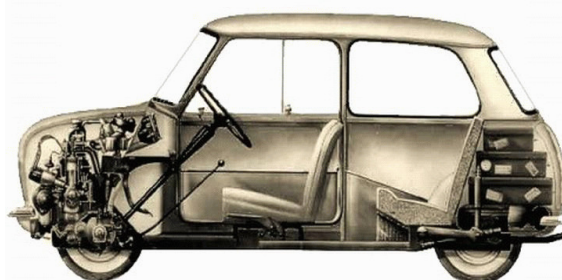
The philosophy behind these cars was simple; engineer a car that incorporated space, cost effectiveness and a dash of passion. In tackling this issue, Morris and Fiat took very different design paths within a similarly sized package. In designing the Mini, Alec Issigonis chose functionality over form, essentially creating a box with seam welds with a wheel in each corner. Gone was the dashboard, replaced by a very usable shelf, and the entire instrument panel was reduced to a singular, centrally mounted binnacle displaying only the cars necessary vitals. The rear hatch was replaced by a load-bearing luggage tailgate and deep storage pockets spurred from the intruding rear wheel arches and under the rear seat. For these reasons the Mini

was promoted as ‘wizardry on wheels’ offering a spacious cabin for four adults and luggage, maximising a minimal space.

In designing the 500, Dante Gialorsa followed his traditional Italian roots and favoured style and pizzazz over form and functionality. Gialorsa sculpted a car with curvy lines, hidden seams and an integrated dash and glove box, but it was styling that came at the cost of space. These engineering, design and styling differences between the two cars guided them down different mechanical paths. The 500 continued with the tried and true rear drive format but placed the 500cc 2 cylinder engine and transmission at the same end – eliminating the need for space-wasting drive and transmission tunnels common of the period. The mini addressed this problem from the other end, placing the



Ghost view of the New 500 showing the mechanical layout which recalled that of the 500 group in respect to the engine.



Morris Mini 850



850cc 4cylinder engine in the conventional frontal position but flipped the convention by turning the engine 90 degrees and creating an east-west front wheel drive; allowing for the remaining 80 percent of the car to be used for cabin and luggage. Clearly the two designers had something different in mind, a difference most marked by the design of their respective roofs.



The 500 featured a funky canvas number that made the most of the Italian sun, providing the cabin with a literal airiness and ‘ambiance’. The Mini on the other hand had a tin job that was specifically designed to channel water – a practical choice given England’s lack of Italian sun and abundance of dreary rain. Fiat and Morris produced two very different cars within the same limitations and yet they both managed to deliver a spirited and enjoyable drive.

Driving the 500 is kind of like riding a child’s pony – small

and eager to please but with just enough kick. As you whirl through the gears, the 500’s Vespa-like exhaust note lets you that the little engine is hard at work, lugging around its diminutive 499kg kerb weight that could scarily be matched by four hefty occupants. With the eager engine singing away up the back, the roof rolled back and the giant tiller in hand I couldn’t help but smile as I soaked up the essence of the 500 that was making good on its promise of fun. For many, the biggest gripe of driving the 500 was the

non-synchromesh gearbox which in its time undoubtedly proved difficult for many a housewife, but personally, I enjoyed the challenge. The need to double de-clutch, blipping the throttle through gear changes adds to the experience and really forces you to drive the car. As fun as I found it, the more practical Mini had synchromesh on all forward gears which meant that the Fire Breathing Dragon could drive herself to the shops, or run the kids around without a great deal of fuss.

Driving the Mini was like looking out of a fishbowl (without the convex issues of course) with the visibility excellent from all angles. The torquey 4 cylinder of the Morris pulled strongly up the hills and its little motor buzzed along the highway at 100km/h – just happy to be doing its job. While the Mini failed to match the ambiance of the 500, it made up for in handling; cornering like a runaway mine cart and providing plenty of feel through the oversized steering wheel and tiny 10” Dunlop Sports.



Although they differed on style, design and in the way they drive, both the Mini and the 500 converge in supplying an abundance of charm and personality – a factor that has placed them in such a revered position today. These cars endeared themselves to millions across the globe and continue to do so.

It is hard to talk about the Morris and Fiat without referring to the culture that these cars were both born into and a part of; the significance they held both then and now. These engineering marvels were in fact affordable motoring that could

accommodate a family, and do it well. For wealthier families these pint sized hero's served as a second car and runabout – giving housewife's more freedom, and changing the status of 'the second car' from a rare luxury, to an everyday necessity in prospering post-war society.

These were the cars that a generation of drivers would learn to drive in and for many a young person represented a four-wheeled freedom. Like a faithful dog they were a part of the family and remain so even today with thousands of people bringing these icons back to



their former glory. As these old girls find new homes in which to retire in the 21<sup>st</sup> century they are often given a new lease on life. The resulting restoration process can double as a bonding process father and son or simply between mates and ensures these gems remain both culturally relevant and as a part of the family.

Both the Fiat 500 and the Morris Mini were born as cars and became legends. Despite their differences in drive, style and characteristics, the 500 and the Mini culturally converge and offer a unique and pure driving experience in a simple and effective package. These little cars have survived the tests of time and proved that they are still up to the tasks handed to them more than half a century ago; confirming their status as classics, legends and icons.

R.R



Words cannot describe how good the cryptic rally was.

Well, that's what happens when you let the compiler/organiser write the review.

A tremendous turnout of Italian cars (and a couple of vehicles from other parts of the world) turned up at Jean-Pascal Patisserie in Bellerive to attempt a morning coffee before being carried away on a tidal wave of puzzlement as they travelled the 100-odd kilometres that brought them back to our house in Sorell for a latish luncheon

and some vigorous argument about what constitutes a fair degree of crypticity. (If that's not a word, it should be.)

If you like crosswords you would enjoy a cryptic rally. Those who did well were unstinting in their praise of the clues; those who didn't do well claimed that it was all too hard, that I was in league with the devil and that the dog ate their homework. Pretty much your standard motor-sport event, in other words, apart from the speed.

Special mention has to be made of Monty and Catherine's sporting gesture: despite having the 100-point advantage that driving an Italian car gave them, they were sporting enough to drive all the way to Plenty (which was a long way off the course) so that a non-Italian car wouldn't come last in the event. That's the spirit that makes our club great; that, and giving our friends a hard time. P.B



Results:

- 1. Geoff and Sue Storr
- 2. Jointly: Tristan, Emily and Jasper; Steve, Robina and Ella
- 3. (Well, 4<sup>th</sup> really) Peter and Jan Storr

Annual Display on Parliament Lawns

Congratulations to Graham Reading whose Fiat 600 took out the Shannon's 'Best of Show' award.



## CMI Motorsport and Social Events Calendar 2012:



### **CMI Family BBQ - Sunday 15th January 2012. 10.30am-3.00pm**

 **Dru Point Bicentennial Park Margate**

Come along with the family and catch up with your fellow CMIers in the New Year. There are BBQ's, a playground, bike tracks and an off the leash area. All welcome.

### **Derwent River Rafting Trip - Sunday 5th February 2012.**

 **Derwent River departing near Bushy Park**

Join Graham Mitchell in the wild rafting your way through some of the world's most spectacular scenery. Cost is \$85 including lunch, provisions and gear (even wet suits). A signature CMI trip not to be missed!

### **Festa Italia Street Festival - Sunday 19th February 2012.**

 **Italian-Australian Club, Federal St North Hobart**

Festival of cultural celebration, all things Italian in Tasmania. Cultural displays, food, music and of course cars, bikes and scooters. If you would like to display your car please turn up 8am-9am. Contact David on [osca1600@gmail.com](mailto:osca1600@gmail.com) or 0419 565 786 for more information.

### **Collinsvale Hill Climb - Sunday 4th March 2012.**

**Collinsvale**

Round 1 of CMI's 'King of the Hill' competition. Further details to be released closer to the event.

### **Automotive Pilgrimage to the Past - Sunday 18th March 2012.**

**National Automobile Museum of Tasmania (Launceston) and 50's Dinner Deloraine**


Take a journey in motoring history. Visit the 'Bella Alfa Romeo' exhibit with fellow enthusiasts & enjoy a classic Diner style burger and chips the way they used to be, in an eclectic 50's inspired automotive atmosphere. Details to be distributed via email closer to the date. Contact Ryan: [cmi.editorial@gmail.com](mailto:cmi.editorial@gmail.com)

### **Baskerville Regularity - Sunday 20th May 2012**

**Baskerville Raceway, 437 Baskerville Rd, Old Beach**

Regularity circuit event. Consistency is the key; only the most consistent competitor can win! Details to come closer to the event.

### **Baskerville Hill Climb (THS) - Sunday 15th July 2012**

 **Baskerville Raceway, 437 Baskerville Rd, Old Beach**

Round 2 of the Tasmanian Hill Climb Series and Round 2 of CMI's King of the Hill. Promises to be a good day of competition - Details closer to the event.

### **CMI Domain Hill Climb - Sunday 30th September 2012**

 **The Domain, Hobart**

CMI's headline event for the 2012 motorsports calendar. Speed through the trees to the top on a closed public road. Final Round (3) of CMI's 'King of the Hill' Competition. Details closer to the event.

**Associated Events:**

**WINTON VICTORIA 2012 NATIONALS JANUARY 20<sup>TH</sup>-22<sup>ND</sup>**

**WINTON - BENALLA VICTORIA - JANUARY 20<sup>TH</sup> - 22<sup>ND</sup> 2012**

Sprint entry: \$160  
Motorkhana: \$30  
Show and Shine: \$15  
Dinner: \$35

If this interests you, please contact David Mitchell (details on page 1) and he will be able to provide you with further information

### Turismo Tasmania 2012

April 5th –10th 2012

2012 is the 50th anniversary of the iconic 105 series Alfa Romeo sports car and the Alfa Romeo Owner's Club of Australia is celebrating with a tour of Tasmania.

You'll enjoy spectacular driving roads and breathtaking scenery at a relaxed pace; fine food and wine; reasonably priced accommodation, and best of all, warm camaraderie, and fond memories, that will last forever.

Organised as a combined project between the Alfa Romeo Owners Club of Australia, The Italian Car Enthusiasts of Tasmania and **Club Motori Italia** (Tasmania) we are aiming to have at least 105 (of course!) people participating ... so please register and join with us for this unique celebration.

To date we have received 70 Expressions of Interest through the Turismo website.

26 cars (50+ people) have CONFIRMED and paid for their place on the 'Spirit of Tasmania' for the boat journey from Melbourne to Devonport.

The accommodation is almost finalised (Launceston will be Hotel Charles (4.5 star) yet very reasonably priced and Hobart is days away from being finalised.

All up price is not yet confirmed as this will depend on the grants we have applied for and the sponsorships we are seeking.



We have received our first Grant from the Tasmanian State Government and hope to receive a second larger grant from the Launceston City Council within the fortnight.

The itinerary has been decided but exact details won't be publicised until the committee has driven every leg and calculated timing etc.

An overview however, of the route, will be on the Turismo website <http://www.alfaromeoturismotasmania2012.com.au/> within the week. You'll be able to find this under the "News" section.

The next Organising Committee meeting is this Sunday 24th Sept at which the budget will be finalised along with the itinerary and accommodation and a newsletter will then follow to all registrants.

Remember the event will run from the morning arrival in Devonport on Fri 5th April to the evening departure from Devonport on Tues 10th April. (some people are staying longer)  
We've scheduled two 2+ hr runs per day - easy driving - no competition - after all - it is a tour !

A Turismo Mechanic, Doctor, Media Officer, Photographer and Blogger will accompany the tour.

Our events program, momentos and marketing and branding will be second to none.

We've organised some extraordinary meal experiences (never before seen at a national event !), some wonderful winery visits and some great coffee stops and lunches (Italian of course!)

Attending and haven't emailed ([tassie2012@alfaclub.org.au](mailto:tassie2012@alfaclub.org.au)) us a photo of you and your car yet for the website - please do - we'd love to have your special photo on display.

If you have any queries please don't hesitate to contact me on 0416 155 105 or Victor Lee National Co-ordinator AROCA on 0419 828 828

#### Mark Baigent

Chairman - "Turismo Tasmania 2012"

[www.bofa.com.au](http://www.bofa.com.au)

"Hargate" 191 George Street

Corner of Canning Street

Launceston Tasmania

Australia 7250

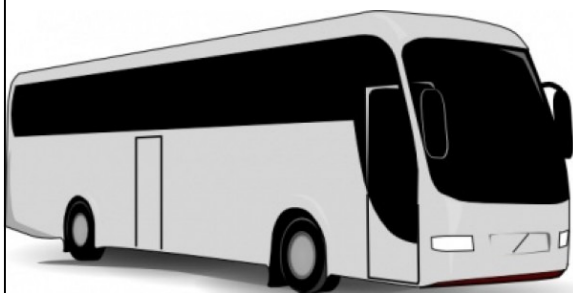
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If this interests you, please contact Tristan Roberts (details on page 1) and he will be able to provide you with any further information.

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It's Alfa's exciting new Duoletto Spider. With a custom-designed body by Pininfarina so stunning it should be sold by the car!

But with Alfa, good looks are never enough. Exhibit A: the editors of Car & Driver, in a hard-nosed performance test of the Duoletto against five other famous sports cars, called the Alfa "best by far".

Other comments by these pros: "Certainly the best-looking...most horsepower (125)...best acceleration, top speed (nearly 180 mph) and top times...most comfortable...finest steering...far-superior road-holding...fantastic controllability in a turn...most civilized!"

We're not surprised. The Duoletto shares the same dual-overhead cam engine and running gear that carried the Alfa GTA to top class honors in the 1966 Trans-American Sedan Championship.

Standard equipment includes: new 3-speed fully-synchronized gearbox, 4-wheel disk brakes, dual Weber carburetors, premium radial-ply tires, rich interior of better-than-Kaiser Star, fully adjustable seats, shoulder harness anchorages, hand throttle, tachometer, fresh-air heater, automatic cigarette lighter, rear-view mirror, road hazard lights, windshield washers and much more. Steek hardtop is optional. Close up now at your Alfa dealer.

*\*Write for free brochure and full specifications. 211 Johnson Avenue, Newark, New Jersey 07102 • 200 Main Street, Long Beach, California 90802.*

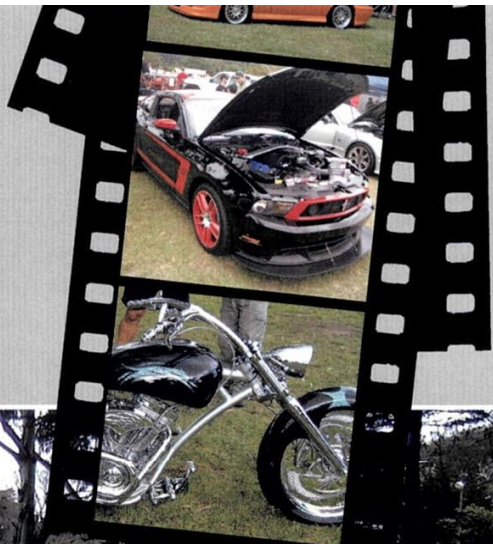
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racing since 1911

### Che bella macchina!





SHARE THE PASSION



2012

# Shannons Car & Bike Expo

Sunday 4th March 2012

Kangaroo Bay – Rosny Park  
10.00am till 3.00pm

No entry forms required • Optional show & shine judging section • 50-70s live music  
Motoring trade stands • Spot prizes

For details contact : Rod Belbin @ Shannons Insurance on 0408314309 or email – [rodney\\_belbin@shannons.com.au](mailto:rodney_belbin@shannons.com.au)



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