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Advertising rates

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1/3 page \$10.00 per issue
1/2 page \$15.00 per issue
Full page \$25.00 per issue

Full yearly Membership fees:

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 final Tuesday of each month, February through to December, 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 any night.
In the North, Italian Car Enthusiasts (ICE) meet informally on the first Tuesday of each month at the Australian Italian Club, Prospect, starting at 7.00 pm. Contact Sabina Toscan at 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

Disclaimer

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SELENIA

The magazine this month is entirely online, for a couple of reasons.

The first is that it's very late, which is my fault.

The second is that there is nothing in it that has not been written by me or sent to me by Dave Mitchell. Which is your fault, unless you're Dave Mitchell.

So it's a bit thin. Which is another reason for not going to the expense of printing it and sending it out.

Putting it straight online means that I don't have to be so careful with the number or position of pages.

But I don't like it.

If you don't like it either, the answer is in your hands. Send me some stuff to put in it.

THERE ISN'T ONE. SEE ABOVE.

For sale

I restored this car in 2000-2002, stripping the paint back to bare metal and getting it sprayed in two pack Fiat Rossa. I restored almost everything with new or restored parts. A lot of time and money was put into this car. The engine is a 2L with twin 40mm side draught Webers. It has a 1800 head with 43.5mm inlet

valves etc etc....happy to give any interested person the full details!

Over the last ten years the car has sat in my garage with only the occasional run, but it is still in awesome condition - I've just not had the time to get it out and give it the love it deserves....

Offers around \$10,000

Thanks,

Alistair Strating
0439912676



CMI Annual Dinner

The Italian Pantry in North Hobart on 27 June at 7.30pm
Contact David Mitchell 0419565786 or
email: david.mitchell@environment.tas.gov.au

Shannons 'Take your tops off' convertible display

Parliament House Lawns Hobart
Saturday 11 October
10 am—2.30 pm

**Still for sale but once
the Piglet is back on the
road, we will start fixing
the Lancia and the price
will go up. Call Blakey
now to get it cheap—
62652598**



BARBIE
KEN.N.



Before the event started I had gone through the OT 1600 from end to end, checking out known weak spots (like the axle flange bolts, which had a tendency to loosen) and hunting down the cause of the famous shudder. Eventually we decided that the shudder was caused by movement of the rear suspension pivots, and we welded braces between these and the gearbox mounts in the hope of fixing it.

In the meantime I put a new head on the engine, with a higher compression and smaller valves. This seemed to give more power.

Unfortunately on the way up from Hobart we were being gently gassed, and had to call in on Terry Harper, who fitted a couple of venturis to the side windows to draw the fumes out.

When Targa got under way we

were fairly confident, as it was now possible to drop the hammer at 4000 rpm and have the car take off in the way we had always known it should.

So John and I rolled up to the start at Kayena quite happy, if a bit apprehensive about suddenly going at about twice the speed we were used to. The OT took off like a rocket with neither smoke nor shudder, and not far from the start it was gobbling up a 700-metre uphill straight in third gear when it suddenly went flat. I changed into top and it struggled over the top of the hill – at which point a Ford Anglia went past me. Then it came on song and we pursued the Anglia again. We passed a late model Mustang on this stage too, but he was not going very fast.



At George Town we did our best-ever time. The brakes were excellent, and the handling seemed more stable than last year.

John drove the first couple of



stages, Selbourne and High Plains, without major incident except that twice on big straights the gear lever hit the kill switch and stopped the engine while going flat out into top gear, and I got a bit slow on the notes on High Plains.

I took over for Sheffield, which was good apart from me shooting straight up a dirt road instead of taking an 8 left that I couldn't see in the sun. (We did 164 km/h somewhere on Sheffield, we later found.) Nook gave us no trouble either.

Moriarty was where the trouble started. The car developed a bad miss, and we stopped at the end



of the stage to see if we could find what it was. There was oil sitting in the plug holes, which I cleaned out – but that had happened before without ill effect. When we set off for Palooona it seemed OK, but near the top of the big hill at the start it went onto three cylinders and bilged smoke out until I could no longer see anything in the rear-view mirror. I stopped in my own puddle of oil about 7 km in and we awaited rescue.



Terry Harper met us at the Silverdome with a trailer and while we waited for the tow truck to arrive we discussed plans. I had noticed that the dipstick had disappeared, so we sourced one from Luigi Spangaro, who kindly delivered it for us. I also made a few calls in case we needed another engine, and got in touch with Jason Currie, who happened to have a Regata engine under his bench, in unknown condition.

Back at Terry's, with the help of Ashley Board and Chris Bulk, we had a close look at the engine with a bore camera – and found that the No. 4 piston had melted right down through the rings on the exhaust port side. That's where the dipstick had

gone: blown out.

We had the engine out within the hour and got an early night, so that at 6 am next morning we were at Jason's place at Mt Direction loading up the Regata engine. Just as our fellow competitors were heading out for the East Coast.

The first thing we found was



that we couldn't use the Regata ignition system, as it wasn't all there, and what there was didn't mate up with what we had; so we pulled the heads off both engines, intending to do a swap and use my ignition system.

This was where we found that No. 3 bore had been home to a small lake for a while, and the bore had rusted into a deep groove.

It was now midday. So we needed another option.

A call to tow truck owner and sponsor Paul Harman revealed that he was bringing a car to Devonport that day,

and that he was prepared to get into my shed and take my 'spare' 2-litre engine off its stand and bring it up to Perth. This engine I had bought from Kev Crowe's daughter Amy's Argenta paddock basher; so we knew it went, but no more.

We had it at Terry's by 8.30 pm, but it was far from ready to go in the car: It still had a power steering pump, it needed an alternator and distributor, the standard manifolds were still on it, the carburettor looked like a mechanical octopus because of the anti-pollution gear, it was from an automatic, the alternator was in the wrong place, the water pipes were different, the water pump had to go... the list went on.

Still, by 12.30 am we had it ready to go in. But we had to go to bed. So next morning – or later that morning – we were back in action. Once Terry had cobbled up a linkage for the standard carburettor, which we had decided to leave on there, we were ready to put the engine in. And with three of us at it, it went in pretty quickly with only a few swear words. By lunchtime it was running, and soon after it was being fanged





around the streets with no rear end, no back window and no air filter. Below about 3000 rpm it was patchy, but above that it had two-litre power. But it did overheat, so we resolved to flush the radiator as soon as possible.

So we loaded it up on Terry's trailer and set off for Strahan to rejoin the Targa field, slipping aboard the yacht about 10pm.

Next day the Classic Florio field had a day off, so we were looking forward to some leisure. Which we did not get. With the help of Wayne Clark and Trevor Berryman, we pulled out the radiator and flushed it, but when we tried to start the engine it wouldn't turn over. Wayne diagnosed a bung starter, so we took it to our landlord's garage, where I pulled it out and dismantled it, to find that we only had three field coils left. So I cleaned it up as well as I could and put it back in. It was slightly better, but we decided that next day we needed to keep the engine running all day. And the fan on. And the water pump on...

Five blokes pushed us the full length of the car park next day

without effect. But when it stopped, I tried the key and it started. So for the rest of the day, because it wouldn't idle reliably, one of us always had to be in the car to keep it running. This included fuel stops, lunch breaks, toilet breaks, maintenance, everything.

The weather was appalling. The rain came down in windblown sheets and lay in puddles across the roads, and with unpredictable power below 3000 and lots above it, it was a very demanding day's driving. Early on the Strahan stage I turned into a slow right-hander and understeered straight across the road, and many a time the rear end stepped out when the power came in.

Others were finding it heavy going too, as we noticed when they took forever to overtake us. Pussyfooting and survival were most people's sole interest.

Queenstown was slippery and exciting, Mount Arrowsmith was amazingly slippery (and enlivened by John nearly passing out about 10 km from the end, possibly from carbon monoxide on his side of the car). At

Tarraleah we went quite well until the notes told us to go straight on at a point where we had to turn left into the village. Luckily I knew the form and turned in anyway. Ellendale would have been fearsomely quick if we had wanted to go hard, and Grasstree Hill was the only dry stage of the day.

At the end of Grasstree Hill we were talking to Mary and enjoying the relief of finishing the last stage when I let the engine stop. And turned off the water pump and fan to try to restart it. And forgot to turn them on again. So that by the top of Tunnel Hill the engine was just about out of water.

And when we finally got the water into it, the car started and then died. Because the fuel had vaporised in the carburettor and the fuel pump safety switch, sensing no oil pressure, cut the pump off. So we kept the fuel prime button pressed until we were out on the highway and headed for the finish. We were going to carry the car if we had to.

So we didn't win. But it was a victory of sorts.

Thanks to all who helped us before the event – and especially to Terry, Chris, Ashley, Paul, Jason and Omar, who all did more than anyone could ask to get us to the finish.





Pics by Dave Mitchell





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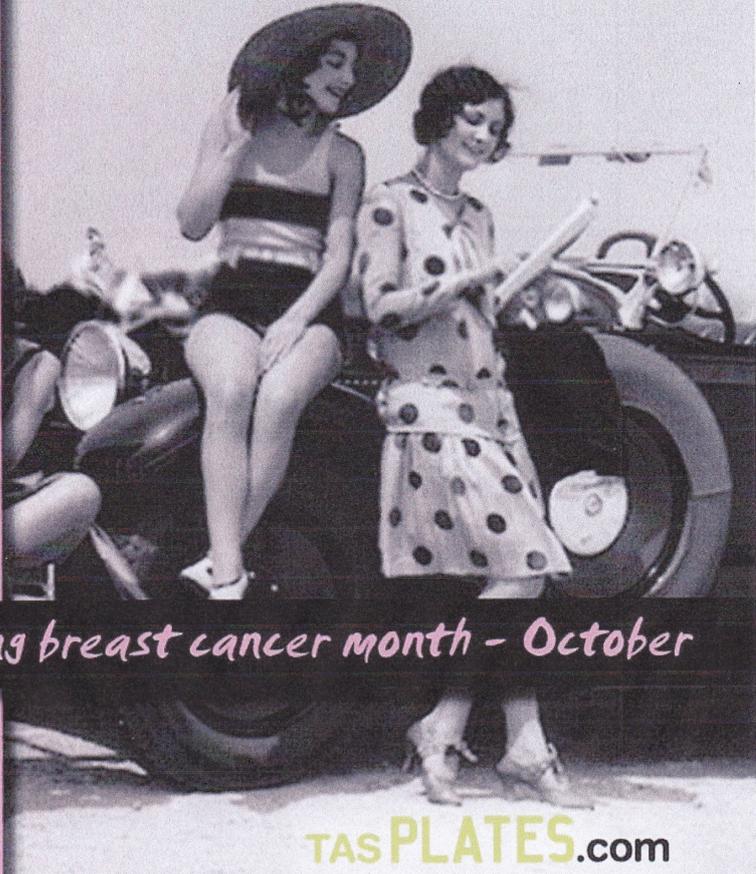
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For further enquiries please contact Rodney Belbin- Shannons Business Development Manager Tasmania/Regional Victoria on 0408314309 or email Rodney_belbin@shannons.com.au for details.

Email entries to the above email address or post to 337 Argyle Street North Hobart 7000
Entries close- 06th October 2014 - no late entries accepted.

And a less happy story...



Colin Byrne's Alfa came to a nasty end after they made a mistake on a very fast bend and went into the trees. Colin sat beside me at the presentation

dinner and I told him he should be a happy man. The pic below shows what was left of the navigator's side of the car taken from the driver's seat. The roll cage

tubing actually broke—not the welding, the tubing! Both survived, the navigator with a foot injury. PB



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