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Full yearly Membership fees:

1 July 2014 to 30 June 2015
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 8.15 pm. 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

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SELENIA



The first words of wisdom from our new President Peter Lowe are set out below, complete with a picture of his latest project—the conversion of an Alfasud Sprint to 4WD.

You'll also find some tips on how to tackle Fiat twin-cam shims and buckets, some notes from Dave Mitchell on good motoring websites, and an original road test of an Alfa Giulia.

Happy new year and welcome to our new committee. At last we have a full team, including a Club Captain/Competition Secretary (Dave Mitchell).

Vale Tim Jones

As we go to press I have just heard the sad news that one of the victims of the Cessna 172 crash off the Tasman Peninsula was Tim Jones, photographer and owner of Perfect Prints in Hobart. Tim was the man who organised all the photography for Targa Tasmania for many years. He was also a friend, and I will miss him.

It has been a successful year for the club with the staging of hill climbs at Collinsvale, Baskerville and the Domain plus several social events. The outgoing committee did a great job to organise the motor sport events last year, and as Denis Rogers, past Chairman of the Aust Cricket Board once said, there is no shortage of great sportsmen and women... but a great Administrator

is hard to find!

This year the very able David Mitchell takes on the role of Club Captain, a position that was not filled last year.

Social events last year included a well subscribed barbecue at Dru Point, a weekend on Bruny Island complete with great food and drink and impressive storm, well organ-

Presidential Patter

ised economy rally and excellent end-of-year dinner. We look forward to another great year with Italian cars and their enthusiastic proprietors.

Peter Lowe

'Tis the season for resolutions and as interesting as the Sprint on a Rotisserie may be, the time has come to stop cutting pieces out and start installing shiny new ones.



Fiat reborn—Philip Blake

A few years ago I was waiting for the Targa start at George Town when an old friend of my in-laws mentioned that he had a classic car under the house. When I found it was a Fiat 124 Sport, and that it had been there 20 years, I was ready for a rusty wreck.

I went round to have a look next time I was nearby, and it wasn't a rusty wreck. After an hour or two we had it running, and last time I saw him he had it ready for rego. The pics show a friend helping me clean it up for its owner just after we got it running for the first time in years.



The motor, by the way, is a 1608 with twin IDFs and a genuine turtleback air cleaner. I took him round the block in it and it did have some go.

No, it's not for sale.

Dru Point picnic

Sunday 1 February

11 am

Contact Rob Madigan

0402 628 652

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One of the great things about the information age is the preponderance of information, be it written, pictorial or video out there on the net. And yes it can be a time waster, but equally it is also a resource that previously was largely only available in either book or magazine format or at best on hardcopy video/DVD.

The next thing in this equation is the increasing availability of affordable, easy to use and high quality video camera technology, be it GoPros or Sony or any other make that has placed this terrific tool in the hands of the everyday person. The ability to film, edit, and publish on the net is so relatively easy that even someone as technologically challenged as I am can do this. Although my attempts so far have been both limited to the video camera on my iPhone and some pretty ordinary short strips of footage of me skiing in NZ.

YouTube is probably by far the best known and most widely used vehicle for publishing films made by the common man in the pursuit of one's interest. However, increasingly a range of other such mediums be it Vimeo or even the use of blogs, personal websites etc are being made use of for much the same purpose.

For me, YouTube is probably my favourite such site, and interestingly there does seem to be an increasing number of higher quality/produced short films being published here. UK car magazines such as EVO, Classic and Sportscar, let alone TV shows such as Topgear, IDrive etc, specialist car outlets, be it Alfaholics to dealers, as well as marques sites such as the

AlfaBB, Turbo124 etc are all making use of this format to spread the message about both the classic car market as well as the introduction and review of modern cars.

In recent times, I have found myself being addicted to sites such as Petrolicious (a US based car enthusiast website), Jay Leno's Garage, and EVO, but equally there are a range of other sites including Ultimostile (run by a Danish man - Per Einesson), Harry's Garage (Harry Metcalf) and Velocemoto (with a range of short films of a Kamm tail Alfa 105 1750 spider here in Aus).

The thing is, it's the sheer breadth of films on pretty much any car or bike you are interested in that can readily be found on YouTube. As I said in the beginning, it can be both an incredible time waster but equally something of great interest to any true petrol head.

I think for myself and what I am specifically interested in, Petrolicious is one of my favourites, for not only do they make some incredible high quality in-depth films on Alfas, Lancias, Ferraris, Maseratis, Fiats, Porsches etc etc, one of their most recent films was on the humble Vespa. The point with Petrolicious's films is that not only do they go into depth about the specific vehicle they are reviewing but more importantly it is about the human story behind each owner of the vehicle. Where the interest came from, why the vehicle or marque is important to them, what it means to be the owner of a classic vehicle and the care needed to look after them.

Next off, for me, another site I have really enjoyed is Ultimostile. Per Einesson's take on not just his classic Alfas (105 GTV and Giulietta Sprint racecar) but again it is about the personal involvement, be it in the classic car movement in Denmark, trips to the Nurburgring, or even going on the Mille Miglia tour with a bunch of mates.

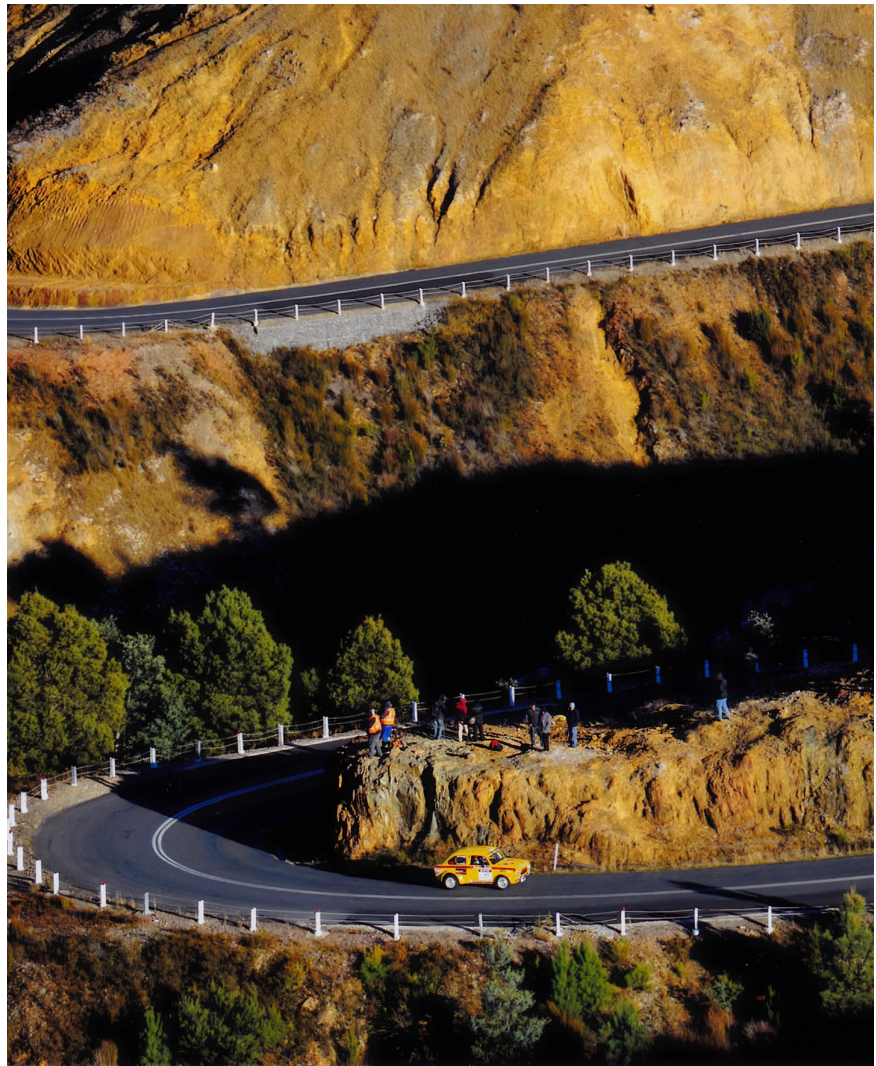
More recently I have found both EVO and Harry's Garage. Harry Metcalf was the founding editor of EVO and has an incredible range of classic V12 powered cars, be it his Lamborghini Espada, Countach, let alone Ferrari 330GT, 550 Spyder, to his Pagani Zonda, but equally he is adept with his Lancia Delta Integrale, Lotus Elan, to even his early S1 shortwheeled base Landie. But because of his connections with the car industry (he now works for Jaguar), and his motoring journalism background the range of cars both old and new he tests and drives all over Europe and the UK is highly impressive. His knowledge and ability to deliver information about whatever car he is driving is readily digestible by anyone with an interest in cars. In short he is a true enthusiast living the motoring nirvana.

And just yesterday I was watching a couple of films made by EVO on the best driving roads in the world. One involved some incredible footage and engine/exhaust sounds of a Porsche Boxster GTS on the island of Majorca, while another film was of a Jaguar F Type (V8) in Romania. The Romanian film being in response to Topgear's

announcement that they had thought they had found the best driving road in the world. The conclusion that the presenter made was that Top Gear had both created a monster in announcing this (the road now being clogged with traffic) but also that they had got it wrong.

Whatever the outcome of that, in my view I think equally that down here in Tassie, let alone in parts of Victoria/NSW and from my experience driving on the South Island NZ, we too have world class driving roads, just itching to be enjoyed in a classic sporting car.

My advice to all, is yes enjoy the many videos that are available there on sites such as YouTube, but equally enjoy your car or bike on the roads we have available, in the spirit they were intended to be enjoyed. So much of our normal pedestrian lives is so far removed from this exquisite pleasure at our fingertips.



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Setting Fiat TC valve clearances

Doing the valve clearances on a Fiat twin-cam can be a daunting prospect. Like a lot of overhead-cam engines, they are adjusted with shims.



So the first thing you have to do is check the existing clearance. Then you remove the shim, calculate which shim will give you the correct clearance and replace the shim before re-checking the clearance. Sounds easy. But there are some little bits in there that aren't so simple.

'Remove the shim', for example. 'Calculate which shim will give you the correct clearance' is another. And 'replace the shim' is a third.

I have worked out a few ways of making these easier.

The standard way to remove the shim, which sits in a bucket on top of the valve, and is forced up by the valve spring, is to use Fiat special tool number XYZ-ABC in conjunction with special tool number 123456, and make an appointment with a surgeon who does fingernail replacements.

I suggest using special tool PB1.

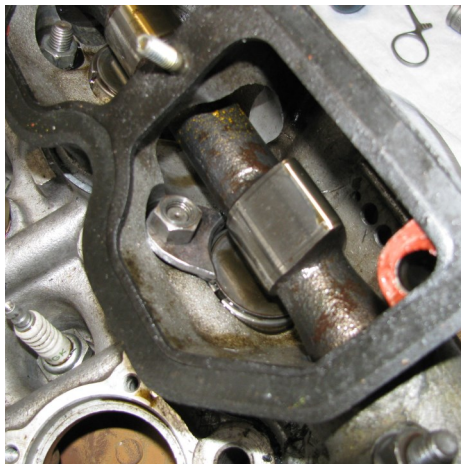
This is a little horse-shoe-shaped gadget with one hole through it, that I welded up from a piece of steel and a bit of cam bucket.



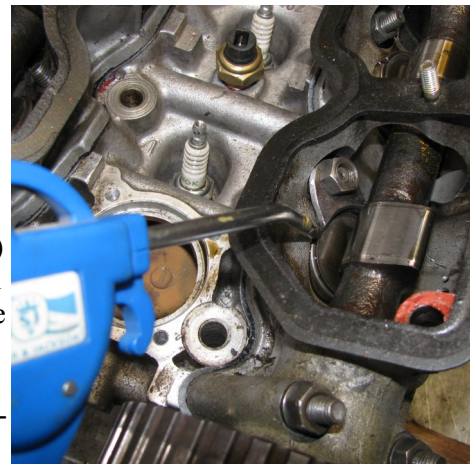
You use it in a couple of stages. First, rotate the bucket until one of the notches is at the front. You'll see why in a minute.

Then, turn the cam over until it has fully depressed the valve. Next, undo the cambox nut or bolt closest to the valve you are working on. (They are all the same distance from the buckets.) Put PB1 on the bolt or stud, then tighten it down again. Not all the way, just tight. Then rotate the cam again until the edge of the bucket comes back up and catches on PB1. This may need a bit of fiddling to make sure it sits on the edge and doesn't foul the shim. Keep turning the cam until it is well clear.

Now get the shim out. You can do this with a spike or small screwdriver inserted in the notch, but it is often tricky be-



cause the shim is a close fit and it sticks. The best way is with compressed air. Even a little battery pump with a nozzle will probably do it, though I haven't tried it.. Just put the nozzle in the notch and blast it out—hoping that it won't fly in under the back of the cam and jam in there. (If it does, put a thin piece of card or a feeler gauge over the bucket while you try to get it out, because otherwise it drops back in the bucket with distressing ease.)



Once you have the shim out, check its thickness. Do this with a micrometer, even if the thickness is written on the shim. (Some people grind them down, so what it says may not be what it is.)

Now comes the calculating bit. You know the clearance, and





you know what it should be. Let's say it's 0.6 mm, and it should be 0.425 mm. So you will need a shim that takes up a bit more space—0.175 mm

more, to be exact. So you add 0.175 mm to your current shim (let's say it's 4.01) and you have 4.18 or thereabouts.

I got fed up working this out

from first principles every time, so I did a little spreadsheet on my iPad. It's very easy to set up a formula that does all the above arithmetic for you so that all you have to do is fill in a few blank spaces and read off the correct shim.

Of course you need to have the correct shim available. It may be in one of the other seven cam buckets, which is why it pays to keep a record of what shim is where. If not, you need a selection, or a friend who will do some trading. Resist the impulse to grind them down. They are very hard, and they have to be flat. (The shims, not the friends.)

Now drop the new shim in, and rotate the cam again until it takes the pressure off PB1, so that you can remove it. Re-torque your cambox bolt or nut, and re-check your clearance.

Any fool could do it. Well, I can do it anyway.

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AUTOSPORT, SEPTEMBER 6, 1963

ONCE in a while, a car comes along which impresses even the most *blasé* and experienced road test driver by its excellence. Most cars, nowadays, are good, though some of the most discussed vehicles are strangely disappointing when actually driven. The Alfa Romeo Giulia stands on a pinnacle because it has an excellent performance, handles superbly, and has obviously been designed by men who have driven fast for years.

The TI model of the Giulia is a four-door all-steel saloon which is catalogued as a six-seater, though when fitted with the central gear lever it could more accurately be described as a five-seater. The front end is suspended on wishbones and helical springs with an anti-roll torsion bar and a recirculating-ball steering gear. Behind, the rigid axle has a light alloy centre section with a ribbed sump. It is located on two trailing arms which are pivoted below the ends of the sleeves on either side, in conjunction with an extremely rugged member which is attached to the top of the differen-



JOHN BOLSTER tests the

ALFA ROMEO GIULIA 1600



tial housing. The springs are again helical, with telescopic dampers all round.

Very large ribbed brake drums are fitted, the front brakes having three leading shoes. The wheels are of the ventilated disc type long associated with the Alfa Romeo. The propeller shaft has a central steady bearing and a rubber shock-absorbing drive.

The engine is of 78 mm. by 82 mm. (1,570 c.c.). The cylinder head and block are cast in light alloy, with wet liners, the crankshaft running on five main bearings. The inclined valves are fitted with double springs and are surrounded by inverted piston tappets which have shim adjustment on assembly. The twin overhead camshafts are chain driven.

This efficient unit has a twin-choke downdraught Solex carburettor and develops 92 b.h.p. (nett) or 104 b.h.p. (gross) on a compression ratio of nine to one. It drives the five-speed, all-synchromesh gearbox through a single dry plate clutch. There is a liberally ribbed oil sump and the standard of the light alloy castings is particularly high.

Having four headlamps and a wide grille, with the typical Alfa centre-piece, the car resembles the 2600 in some respects. The four-door body has a large window area, and though smart in appearance the lines

are distinctly sober. Similarly, the interior is well finished but perhaps a little austere. For those requiring more dashing coachwork there are Sprint and Spyder models, and this is intended to be a roomy, practical saloon without sporting pretensions. The way in which the doors close is reminiscent of the most costly cars.

The seats are extremely comfortable and are upholstered in cloth. The bench-type port seat has two separate squabs which can be lowered to a reclining position. The

occupants sink right into their seats and the lateral location is very good. As would be expected, the view in all directions from the high driving seat is excellent. The steering wheel, gear lever, and pedals are all very well arranged and there is a large platform for the driver's left foot when he is not operating the clutch.

As I have said, the Giulia appears to be a sober family saloon. The engine is remarkably quiet and very flexible, pulling strongly from 2,000 r.p.m. to 5,000 r.p.m. When driven in this range, the unit must be one of the quietest and smoothest "fours" yet produced. On entering the 5,000 to 6,000 r.p.m. band, the engine entirely changes its character. It becomes hard and almost fierce, still remaining fairly quiet but obviously giving a lot of power and enjoying every moment of it. This is the part of the range to use when high average speeds are the order of the day.

Many excellent engines have been handicapped by having to work with inferior gearboxes that have badly spaced ratios. The Alfa Romeo engine is mated to a five-speed box that has its ratios perfectly staged. All the gears are equally silent and all have equally effective synchromesh. The lever is spring loaded towards the centre of the gate where it is in line with third and fourth speeds. First and second speeds are obtained by pressing against the spring to the left, fifth being forward and to the right. By simply pulling the lever back from fifth, it automatically goes straight into fourth without conscious effort. The clutch grips strongly at once, which allows one to make full use of this superb gearbox.

The ratios are close and well chosen, 30, 47, 68, and 90 m.p.h. coming up on the four lower gears without taking the rev-counter too far into the red section. The timed maximum speed is 107.1 m.p.h., which is

SPECIFICATION AND PERFORMANCE DATA

Car Tested: Alfa Romeo Giulia 1600 TI four-door saloon, price £1,383 including P.T.

Engine: Four-cylinders 78 mm. x 82 mm. (1,570 c.c.) twin chain-driven overhead camshafts operating inclined valves in light alloy head. Light alloy block with wet liners. Five-bearing crankshaft. Compression ratio nine to one. 92 b.h.p. (nett), 104 b.h.p. (gross) at 6,000 r.p.m. Solex twin-choke downdraught carburettor. Bosch coil and distributor.

Transmission: Single dry plate clutch. Five-speed all-synchromesh gearbox with direct drive on fourth speed and central gear lever. Ratios 4.05, 5.125, 6.92, 9.74 and 16.91 to 1. Two-piece propeller shaft. Hypoid axle with light alloy central section, ratio 5.125 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones and helical springs. Torsional anti-roll bar. Rear axle on trailing arms, central locating member, and helical

springs. Telescopic dampers all round. Hydraulic brakes with turbo-finned drums, 3LS in front. Ventilating disc wheels fitted 155-15 Pirelli Cinturato tyres.

Equipment: 12-volt lighting and starting. Speedometer with trip. Rev. counter. Oil pressure, water temperature, and fuel gauges. Heating, demisting, and ventilation. Rear window demister. Windscreen wipers and washers. Flashing direction indicators. Radio (extra).

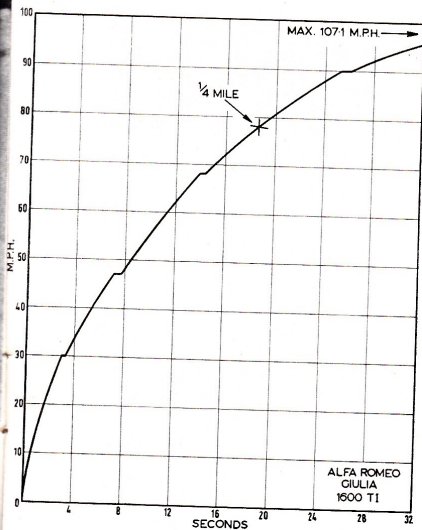
Dimensions: Wheelbase 8 ft. 2½ ins. Track (front) 4 ft. 3¼ ins.; (rear) 4 ft. 2 ins. Overall length 13 ft. 7 ins. Width 5 ft. 1½ ins. Weight 19½ cwt.

Performance: Maximum speed 107.1 m.p.h. Speeds in gears: 4th, 90 m.p.h.; 3rd, 68 m.p.h.; 2nd, 47 m.p.h.; 1st, 30 m.p.h. Standing quarter-mile, 18.6 secs. Acceleration: 0-30 m.p.h. 3 secs.; 0-50 m.p.h. 8.8 secs.; 0-60 m.p.h. 11.2 secs.; 0-80 m.p.h. 19.6 secs.; 0-90 m.p.h. 25.8 secs.

Fuel Consumption: 26 to 31 m.p.g.

AUTOSPORT, SEPTEMBER 6, 1963

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ACCELERATION GRAPH

excellent for a 1,600 c.c. saloon. It is not possible to reach peak revs in fifth speed, so cruising speeds close to the maximum may be used.

In spite of this considerable performance, notably good fuel economy is a feature. It ranges between 26 and 31 m.p.g., which is more than one obtains from some high performance cars with considerably smaller engines.

The car rides extremely well over all surfaces and there is a marked absence of road or wind noise. Some of the excellence of the ride must be put down to the carefully calculated relationship between the suspension of the car and the springing of the seats. One often seems to get a better ride with cloth upholstery and it is obvious that a high-hysteresis material is used inside the cushions, for one never bounces up and down.

The steering is light but extremely accurate and the cornering power is remarkably high. The car excels in negotiating bumpy corners at high speeds with remarkably little roll. The sheer tenacity of the roadholding is difficult to put into words, but it renders this Alfa Romeo a particularly safe car. Its



behaviour is, if anything, even better on wet roads, the controllability remaining excellent during 90 m.p.h. cornering. Lusty side winds do not cause the car to veer off its course, on wet roads or dry.

No fading could be provoked in the brakes. The turbo-finned drums fill the wheels and they are completely smooth with no tendency to lock or grab. These drum brakes are the equal of the best disc installations.

In the arrangement of the minor controls, one detects the hands of experienced high-speed drivers. There is a headlamp flasher, of course, and the horn will even move coaches off the fast lane on M1. The heating and ventilation systems are very effective and the wipers will keep the screen clear at over 100 m.p.h. Owing to the mechanical silence and absence of wind noise, the radio of the test car could be enjoyed at quite high speeds.

A rev counter and an oil pressure gauge are fitted as standard. These, along with the strip-type speedometer and the fuel and temperature gauges, are all neatly covered by a single piece of glass with the graduations marked behind it. This form of instrument panel is effective and can be well illuminated without dazzle. At first, this and some other features of the car did not appeal, and it was only after considerable use that one appreciated their true excellence.

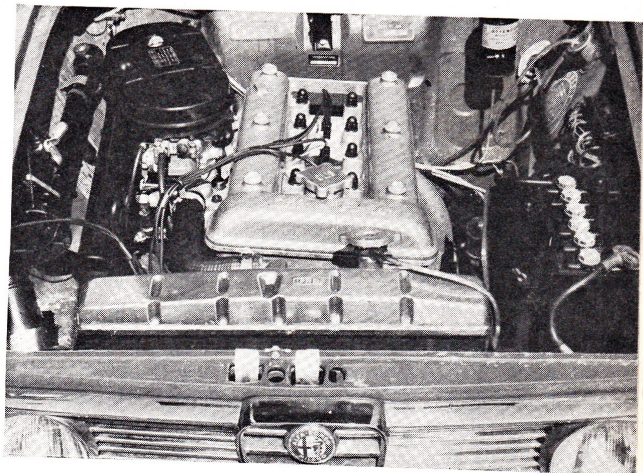
ALFA ROMEO like to let people know what has just overtaken them, incorporating the name badge by the side of the rear lights.

This applies to the whole car, which looks nothing out of the ordinary but grows on one as the miles flow past.

There is plenty of room in the Giulia, but it seems a small car to drive. By making full use of the five-speed gearbox, the acceleration is good right up the range, as the performance figures show. For long, fast journeys over difficult terrain, this Alfa Romeo would be a splendid partner.

The Giulia is a remarkable achievement because it is a family saloon that handles better than almost any sports car. It has an efficient four-cylinder engine yet is quieter than many "sixes" and "eights". In its country of origin, it is moderately priced, and even in England when import duty has been paid, it is by no means expensive. Alfa Romeo have been building the Giulietta for a good many years and they have incorporated all this experience in the Giulia. The result is a car which has all the virtues of the smaller machine and many more besides, while having a most attractive personality which is all its own.

The car was submitted for test by Alfa Romeo (Great Britain), Ltd., through the London Distributors, Chipstead Motors, Ltd.



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