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Advertising rates

1/4 page \$7.50 per issue
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 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, January through to November, 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

Disclaimer

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SELENIA

Another fat issue this month, which is a surprise to me, as I didn't have anything to put in it when I started.

But a few people have chipped in—Mike Clark with what can only be called an exclusive or a scoop or some other piece of magazine hyperbole, Dave (and Isabella) Watson with a run-

down on Targa Tasmania in the new Audi, CAMS with a report on the Club Challenge, and Graham Mitchell with details of some past and coming events.

And another of our beloved Barbarians has come in from the wilderness. Pat Cullinane has bought an Alfa GTV, and already has a Sud.



Presidential Patter



The CAMS Club Challenge is run and won, the Ross Picnic is eaten and drunk, and our next challenges are the economy run and the Tasmanian Hillclimb Championship.

A little quiz for you that springs out of 'Classics at the Beach.' I saw the triple-Webered beast



there, looking as if you could have had your breakfast off the engine (provided the owner didn't attack you for dirtying it). Here's the question: what is it?

No prizes for guessing the other pic. It is of course the Edwards' delicious Lancia Fulvia Zagato Sport S.

Australian GP impressions



In the last issue I promised a few more pics and some impressions of the Australian Grand Prix.

I went on all four days, which was easy as I was staying with John Lawson (Alfa Romeo, multiple vintage Targa winner) in South Yarra, about 15 minutes' walk from the track.



On one of the days I had breakfast with Joe Ricciardo (Daniel's dad) before John Lawson whisked him off to the circuit in his Zagato Alfa. John's Alfa and Delage made quite an impression parked across the street from the café!

I was chauffeured to the circuit once as well, this time in John's

recently restored Lancia Aurelia (which finished on the podium in the 1953 Targa Florio!)

Overall it was enjoyable, but there was a lot of queuing to get in, and the money I spent to get into Club 15 (a reserved viewing area on the second last corner, with its own bar, coffee stalls, shade areas, big screen

and bleachers) was almost completely wasted.

Why? Because they sold too many tickets. On race day this translated to a complete lack of shade, overcrowding everywhere, and a total inability to see the track.

General admission, by contrast, gave easy access to the track all the way around the circuit. I never had to wait long to get right up to the barriers, because most people would watch for a while and then move along.

And there was one corner round the back of the circuit where you





could see just how fast a Formula One car can go. I think it was corner six. It was a right-hander leading into the series of sweeping esses that go along the side of the lake. Man, they were quick through there. And it looked like a right-angle bend.

Perhaps the thing I enjoyed most was being among the classic cars, in their own tent not far from the pits.

Unfortunately, the classic car demonstration runs were the first item on the program every day, which meant that on crowded days we could hear them while we were standing out in the street waiting to get in.



The Cisitalia and its lovely engine



Overall I'm glad to have gone, but as I may have said in the last issue, I don't need to go again, and I would rather be taking part than watching.

Speaking of which, in August I

am off to the Leyburn Sprints in Queensland to compete in a mate's car. This means I will miss the Lufra to Lookout Hill-climb, but I think my car will be there!



Several people have asked how we went in Targa this year. Seems a good idea to give you a snapshot of the week as we saw it! My daughter, Isabella, has added some comments! (*In italics*)

Monday

Wet. A trip from Launceston to St Helens then back through the Fingal Valley. The Audi felt good but we ran conservative as I came to grips with a new car. Very quickly aware suspension is very rigid, with almost no travel.

At service, late Monday we find a problem. Our front tyres are severely damaged, with the inner edge of the tyres bald. These are 2 of the 6 tyres we are allowed for Targa, and raise seri-

ous concerns as to our capacity to make Hobart.

We reverse the two damaged tyres on their rims. Reduce camber by 1 degree.

I went from Launceston to Scottsdale. We had to stop because dad forgot his phone and the rally cars key (so forgetful) we did skipping with a rope on the side of the road. When dad had finally got the items, we went up it Mathinna and down into Fingal. Then from Fingal to up to Symmons plains for the service. On the way to Symons plains it was pouring down with rain. It was so strong that even with the wipers on full, we still could not see.

Tuesday

A short day, with only

Georgetown street stage. Overnight thinking. We remove two full turns of toe-out in a carpark in Launceston. Drive to Georgetown and run a conservative time, trying not to damage our remaining tyres.

Back to Jackson in Launceston. Onto an alignment machine and set up front end again, replacing camber but further reducing toe-out.

We had to find accommodation for that night because dad mis-booked the Airbnb so we stayed in the Country Club.

Wednesday

Launceston to Burnie. Combination wet and dry. Car runs well under new settings but still concerned about tyre wear. About

lunch time feel banging and crashing from front left, identified as strut top.

Half way through last stage we stopped to help another competitor who had crashed, and we exited the stage at normal pace. Lucky we did, as Jackson found a loose gearbox/half shaft bolt that could have collapsed, with the noise it was making masked by the strut top. Unable to fix problems until 2100 as cars on display. Found a great station and within a couple of hours fixed both problems, measured tyre wear and brake wear.

Figures were great, showing we could increase pace and still make the finish with our rubber. Service crew were at Ulverstone and went on the pedal karts, then they went up to Burnie.

Thursday

Burnie to Strahan via Smithton. Combination wet and dry. Car ran well. A little concerned with frequent bottoming out, many times per stage and sometimes very harsh. Sure my fillings are becoming loose. Tyres and brakes holding up well.

We had to go to Rosebery and wait till dad came through and follow him up to Strahan.

Friday

Strahan to Hobart. Wet at first. Car ran well. I set what I thought was a reasonable time on Arrowsmith only to see a slower car in my mirrors about 2/3 through. Re-evaluated steady time and got going! Only one big slide on slippery road section.

Safety check at Derwent Bridge revealed major problem, with oil everywhere. Jackson pulled off the front panels to reveal a split oil cooler, with no damage evident. Could not bypass or fix. Overfilled engine and set off to next stage, now running at the back of the field.

At Tarraleah more problems with the bonnet release failing, leaving us unable to access engine bay. Drove to New Norfolk watching the oil pressure. Jackson revealed an unknown side by breaking into the engine bay. Refilled oil and set off to the next two stages.

At service that night, oil everywhere. Very lucky to have made it. Clean-up and install new cooler. Service waited in Queenstown till the road was open.

When we heard about the problem we went through and went straight to pick up Daisy (Dog) and then went to the workshop and then home.

Saturday

Dry. Hobart to Huon and return. Car performed well but we bottomed out everywhere and I felt

sorry for the car. Early afternoon we crossed the finish line, achieving Targa Trophies (we were given a derived time for helping the other competitor). Congratulations to my navigator, Ian, and to Jackson, for building the car and engine AND keeping it all together during the event. Also, congratulations to Kat, Isabella, Kate, Max and Lucas for their work on the service teams. We finished overall 41th and 9th in the class, early modern.

We had a delicious dinner and had a good night.

Now

Replace suspension, relocate some instruments in the cabin and find a missing 100 hp then back to racing!

To see the car in action:

<https://www.youtube.com/playlist?list=PLBQvuIO6bK0g-7ISJaMFi4-ExQXRrAXfs>

https://youtu.be/HH_2da7p180

<https://vimeo.com/219797977>



The 'Beast of Turin'

– a 1911 FIAT S76 prepared for the land speed record and recently restored by Duncan Pittaway

Author – Mike Clark

Photos – Terese Clark

While recently attending the hill

four valves per cylinder controlled by a single over-head cam, which itself is driven by bevel gears and shaft from the rear of the engine. The head is cross flow, fuel being supplied by a single carburettor, situated low on the inlet side of the engine. The exhaust outlets on the opposite side of the engine are siamesed into 2 single stubby



climb at Prescott in the UK, I had the enormous privilege of meeting up with Duncan Pittaway to talk to him about his 'Beast'

I was present while he started it, and together with a vast crowd of excited onlookers, I saw it thunder up the hill, belching flame and making a formidable noise.

The original car is one of two only and was manufactured specifically by FIAT in an attempt to set the land speed record in 1911 and beat the dominance of the Blitzen Benz. It was built at the time when car manufacturers believed that speed was predominantly dependent on engine size - hence the genesis of this 28.5 litre monster. Remarkably, it is only four cylinders, each piston of 190mm displacing 250mm to give approx. 7 litres. There are

ports with no exhaust manifold as such. Flames leap from each port in association with each explosion. To ignite the air-fuel mixture there are 3 spark plugs per cylinder, 2 driven by the magneto and 1 by the trembler coil and distributor. The engine has a maximum revolution of only 1,900 rpm, developing about 300 hp and a whopping 1,700 ft-lb of torque from a compression ratio of 5:1. Gearing is set such that that in first gear it will reach 70 mph, so at maximum revs in top gear it will exceed 100 mph. The car



weighs 1,650 kg and as can be seen from the flimsy wheels and tyres, it must be quite terrifying when it approaches maximum speed. As we watched it ascend the early stages of the Prescott hill, we were mesmerised by the periodic synchronous banging and fire spurting.

Pictures tell it all and one can see just how enormous the engine is. The bonnet is shoulder height, yet the car is quite narrow with the engine carried by a delicate chassis and almost cycle-like wheels. Power is transmitted via a double chain-drive gear box to an intermediary transverse shaft by a simple crown wheel and pinion and then to the rear axle by two huge chains, one on each side. Photos¹, indicate the pinion to be almost equal in size to the crown wheel to give a very high ratio. In addition, there is no differential and each axle rotates at the same speed, so that cornering requires wrestling the car through the bend without the inside wheel idling. As it was a land speed record car, there was little point in having a differential.



Duncan Pittaway with the author

Duncan is a very engaging man who overflows with enthusiasm for his cars and motoring generally. He tells me he has raced motor bikes in the past, less so now, but from that experience he has proven to be confident and effective on the race track, be it in cars or on bikes.

Duncan attends many historic car events throughout each year and on this occasion to race his 1925 Bugatti 35 (2.3 litre unsuper-charged), and of course to demonstrate the 1911 FIAT. He is well-known for his exploits in other, let's say, over-powered flimsy cars, which are just as charismatic as the giant FIAT. For example, a search of the web will reveal U-tube footage of his 1921 GN Vitesse and his 1913 aero-engined Monarch.

Some of the interesting asides he shared with me concerned the FIAT's engine, its chassis and the fun of driving it on the open

road. It took him nearly 15 years to acquire all the components of the car. The engine was located at the FIAT factory in Italy; it was not (as suggested by some), an engine produced by FIAT for 1st World War airships – these were quite different in design and came later. Duncan pointed out that

the airship engines had a different sump with different castings for mounting and were larger, containing much more sump oil. Another difference was that the bevel gear drive for the camshaft was at the front and not the rear of the engine.

The engine was in good shape as found, but to improve reliability and to accommodate modern fuels, alloy pistons replaced the original cast iron ones.

The chassis was found in Australia as part of a special that had been built and raced in the 1920s. It is not entirely certain, but the special was thought to have been powered by a Stutz engine.

During restoration and upon close examination of the FIAT engine Duncan was astonished to find that the oil galleries in the crankshaft held about one gallon of oil. This gives one the feel of just how large this en-



Duncan's Bugatti 35



gine actually is! With 100mm journal diameters, this is perhaps not so surprising. Pictures published elsewhere¹ suggest that the crankshaft is carried by only 3 main bearings. Oil pressure runs at about 8-10psi.

An ongoing problem yet to be fully resolved is the clutch. Duncan can find no information on what type of linings were used. When I saw the car at Prescott, he had fitted 109 interleaved discs of steel and Kevlar. Although somewhat apprehensive that this might not carry the huge torque at blast-off, Duncan got the car away at the start of the hill climb very smoothly with little or no clutch slip.

He is happy with the brakes (rear wheels only), which he says pull the car up incredibly well.

Starting is by cranking following flooding the carburettor and reducing the compression ratio. Even so, it appeared to be a task requiring considerable effort. If this failed, as was the case on one occasion at Prescott, a down-hill rolling start proved successful.

Duncan has the car registered for road use (Reg No. UU19)

and confesses that he has driven it from his home to several car events. However, filling up at service stations causes quite a sensation. Duncan's tactic is to switch off the engine as he approaches the station thus eliminating the flame-belching, coast to the pump, and fill up with petrol (it uses normal unleaded). While paying the attendant, he tells him/her not to be alarmed when he starts the car – the

flame-belching is normal. Naturally he pushes the car clear of the pumps before starting it up.

It was interesting to see that the 1911 FIAT was parked alongside a magnificent 1964 Ferrari 250GT Lusso – is this the automotive equivalent of Beauty and the Beast? – I believe so!

Go to Stefanmarjoram.com/fiat-s76 for a magnificent set of photos taken during the restoration.

What could possibly go wrong? Duncan cranking the Beast



For pics, see <https://www.flickr.com/photos/camsmedia/34336339143/in/album-72157684755636175/>



Lifted from CAMS Speed Read: *'The North West Car Club has taken victory at the Tasmania CAMS Club Challenge, held at Baskerville Raceway over the weekend.*

Run by CAMS in conjunction with the Light Car Club of Tasmania, the event attracted 51 competitors, including 12 teams from six sporting car clubs.

Team members from the winning-club, also known as the 'A Team' were Stephen Mott, Philip House, Leigh Ford and Jared Robertson, who drove their team to win the outright prize of \$1500.

Coming in second for the event was the Hobart Sporting Car Club, while Club Motori Italia rounded out the podium.

A special thank you must go out to the volunteer officials who assisted on the day, as well as the Light Car Club of Tasmania for providing their invaluable assistance in running the event.

The CAMS Club Challenge is a one day team Hill Climb event, open to all CAMS Affiliated Sporting Car Clubs.'



Results

- 1st North West Car Club 'A-Team'
- 2nd Hobart Sporting Car Club 'Stuart Benson Petrusma Property HSCC'
- 3rd Club Motori Italia 'Club Motori Italia 3'
- 4th Porsche Club Tasmania 'North Porschers'
- 5th Light Car Club of Tasmania 'Light Car Club 2'
- 6th North West Car Club 'B-Team'
- 7th Club Motori Italia 'Non-Italian Team 2'
- 8th MG Car Club of Tasmania 'Jap Stuff'
- 9th MG Car Club of Tasmania 'MG Car Club of Tasmania'
- 10th Light Car Club of Tasmania 'Light Car Club 1'
- 11th Club Motori Italia 'Club Motori Italia 1'
- 12th MG Car Club of Tasmania 'Team Kimber'

Below: our boys, Mark Brooks, Jamie Lonergan and Allan Van Dullemen—and below left, Geoff Storr in action



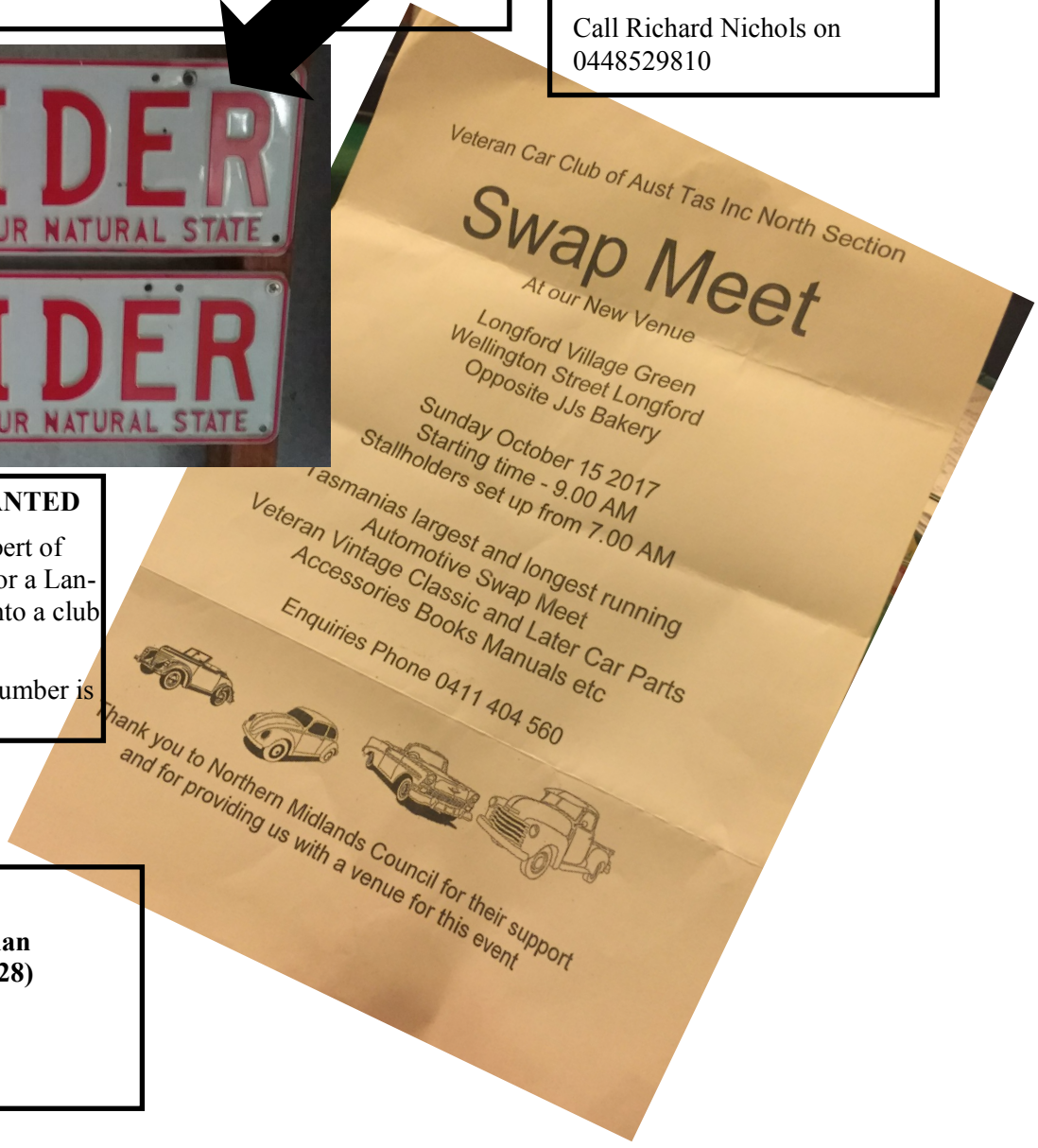
Coming events etc

Tasmanian Hillclimb Championship—Baskerville Raceway Sunday 9 July
Entries open—see cmitas.org
Economy/Mystery Run
30 July—Graham Mitchell 62341080 or 0418173 102
Lufra Hillclimb Saturday 19 August
Longford Swap Meet 15 October—Flyer below

For Sale etc

I have available these plates off my since-sold 85 Spider if anyone is interested in them. I'm permanently in QLD and have no use for these. Pic attached. One has some marks. If anyone is interested I'm open to sensible offers. Thanks.
Phil Halmarick 0488586775.
kinghal@bigpond.com

Alfasud 1500 motor for sale
Was running, and was removed to be replaced by 2-litre. No carburettors.
Around \$100 will buy it.
Call Richard Nichols on 0448529810



LANCIA BETA WANTED
ICE member Mike Herbert of Launceston is looking for a Lancia Beta coupe to turn into a club competition car.
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Ross picnic run



Twelve CMI members set off from Richmond Bakery for Ross— though not all in Italian cars. When we got there, in grim weather, the Roberts and Lowe families picnicked in style, while the rest were scattered throughout the display (300 cars of all types).



The Mystery/Economy run scheduled for 30 July has been concocted as usual by Graham Mitchell. He tells Veloce Nota that it will cover about 157 km, 15 km of that being on good gravel surfaces. We will be gathering at Retro Café in Salamanca Place at 9am for a 10am start. Please register with Graham in advance on 0418 173 102 or 62 391080.

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