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Note: Applicants who wish to join part-way through the year will be charged a pro-rata membership fee based on the number of months left in the membership year. See the application form for details.

Meetings

Southern members meet on the final Tuesday of each month, January through to November, at the Civic Club, 134 Davey Street, Hobart.
The committee meeting is held between 6.30-8.00 pm. Drop in any night.
CMI's AGM is generally held at 7 pm on the last Tuesday of November at the Civic Club, Hobart.

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

Please send all letters and contributions to The Editor:
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Covid-19 deprived us of a magazine in May-June, so this is the May-August issue.

It's the usual mixture of whatever I can scrounge: we have yet another of Bill Freame's stories—this one about a Ford, but it could equally well be an Italian car, and in Bill's case often has been.

Alastair Watson of Upper Middle Petrolhead fame, now a club member, has sent us a nice story about his pair of Fiat X1-9s.

There is a little bit of technical rambling from me, with more to follow in later issues about what I have been doing with the OT1600 during its enforced layoff. It's not quite in a million pieces but it would be possible to lose count at the moment.

The car looked like a small boy who had been playing somewhere dirty and dangerous, so I started improving things—and you probably know what happened then!



Above: A few cosmetic improvements are part of the continuing work.

Buongiorno

Six months into 2020 already!

In the meantime, I've collected my second Fiat 850 from its long-term country base and brought it back home. This one is a 1967 Series 1 and came from Reno Scavone in the early 2000s. Graham Mitchell and I spent about 18 months cutting out all the rust and getting it solid (including fitting brand new outer sills, which my brother brought over from the UK in hand luggage!). It's still in very good shape with no rust having come back in the intervening years, but there is a bit to do before it can be painted. Currently I am keen on the idea of painting the S1 blue, putting the best of the current S2 bits on it (most came from this car anyway...) and getting it back on the road as a fairly standard car. The S2 (which is remarkably solid & fairly straight, but badly needs painting) can be turned

Presidential Patter



Graham Mitchell welding in the new sills in 2005

into a proper hillclimb car at that point, possibly with Alfa boxer power.

We'll see!
Ciao
Tristan

Serie Speciale Fiat X1/9

It took a little longer than anticipated but my 1978 Fiat X1/9 is back on the road. In effect, I've had both my X1/9s rebodied - or re-componentised, depending on your point of view - swapping all the quick(ish) bits from my 1980 Series 1.5 (often still erroneously referred to as 'the Klonar car') into the '78 *Serie Speciale* shown here, using its unmodified parts to return the former back to a tidy, virtually bog-standard car.

The original idea was to just exchange the head, mild cam and twin IDF Webers, maybe reusing the Mallory electronic



ignition, and possibly the 15" Stilauto wheels. Then Steve Caplice and I thought we may as well do the motor, *holus bolus*, which in turn made a full gearbox swap more feasible, ultimately leading to the 'xxxx it, we may as well do the lot!' moment. In the end, we went with all of the above, plus the newer car's coilovers, radiator and twin fans, and threw in a set of brand-new stainless cooling pipes for good measure.

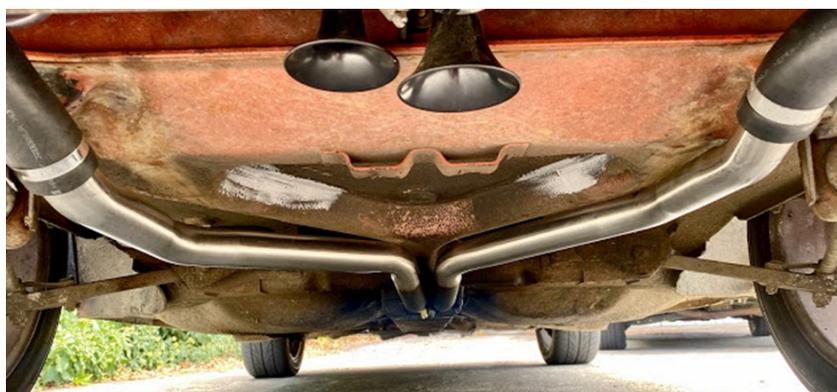
Just why I would have Steve and Chris embark on such a task is a legitimate question and one that deserves an answer. First, I've always preferred the Series 1 over the subsequent models, finding their minimalistic quarter bumpers, lower engine lids and sparser interiors more appealing. As a corollary of this simpler design - no heavy bumpers with their



inbuilt shock absorbers, power windows or other improvements - 1978 versions weigh in at approximately 890 kg versus later models reaching a mass of around 965 kg. To my mind, shaving 75 kg off any car's weight is a worthwhile goal and one that, in this case, has resulted in a livelier driving experience.

There's also the fact that I bought the *Serie Speciale* from

my father, who had owned it since the early 2000s and, before that, it belonged to my former boss, Peter Prestage, the man who gave me my break in forensics and enrolled me in the three-year photography course that set me up for my early career. This consideration of provenance has an equal degree of pragmatism, though, given that I know the car's history over several decades and hold





no fears for its structural integrity or crash history.

The two cars were already running 1.5 litre motors, rather than the 1.3 litre units they came equipped with from new, but they have both retained their original four-speed gearboxes. The 1300 / four speed 'box configuration was standard across the entire Series 1 / *Serie Speciale* run, as well as in a limited line of what's believed to be an Australia-only 'Series 1.5' which featured Series 1 running gear in a Series 2 (normally 1.5 litre / five speed equipped) body, complete with energy absorbing bumpers, raised engine cover and the later edition's interior. It has been suggested that this was so that

Fiat could use up their stocks of Series 1 parts while still delivering an ostensibly new model Down-Under.

Of course, I could've simply modified the *Serie Speciale* up to the specs of my Series 1.5 but to do so would be reinventing an already well-sorted wheel (please excuse the bad pun!). This might have ended up being quite expensive, too; like many cars, the saleable price of the Series 1.5 is likely to have been significantly less than the sum of its parts and I'd still have had to buy new components and have them fitted, so I reckon that I'm ahead on a cost-recovery basis. (That's my official line and I'm sticking to it!) So far, it looks like a good decision. The car's been on several decent country runs, and drives much like the Series 1.5 did but, as I said, it feels a little livelier. It's also reassuring to know that the mechanical package has been refined and thoroughly tested over the last sixteen years, so I'm confident that there are no surprises in store - at least for the immediate future!



What I've got now is a well-tested, proven and quite peppy mechanical package in my preferred body-style that I know hasn't been pranged and is genuinely rust-free. It also provides me with endless relatively simple but satisfying mini-projects like fixing the front bonnet so that it locks down, reinstalling the rear boot's back-up release cable and getting the speedometer going again. The paint's not perfect but it's presentable enough until I can get it resprayed.

The quality of the components swap has been excellent, with Chris overcoming several annoying issues like incompatible throttle linkages and choke cables, the need to relocate the electronic ignition and, most problematic, making room for the IDFs and their air filters beneath the lower UK-version engine lid that my car, being an ex-British import, was fitted with. He did this by cleverly remounting the filters' base plates below their normal positions, reconnecting the breathers from the top of each unit and into their sides, and cutting the carbie stacks down so that there was sufficient air flow for them to work efficiently.

As for the donor Series 1.5, I have become used to it in its new standard guise and am rather enjoying driving it around. X1/9s were never about out and out speed, but it still handles beautifully and, as a 1500 cc equipped version, its performance is quite adequate. It's off to Canberra soon, having been bought by my younger brother, but it will end up back in Tasmania once his current navy posting ends.

About 40 years ago I was working at a Repco manufacturing plant and one of the office girls (let's call her Linda) had a car problem. I was approached by one of the managers, her boss, to have a quick look at solving her difficulty. Seems her husband/partner worked as a used car salesman and her current set of wheels were from the lot where he worked. What he had allocated for her, for a few months, was a Ford Capri GT, the V6 model with a four-speed gearbox, and she was finding it was a bit difficult to start on cool mornings. This was causing her to be late for work on those mornings. I had a quick look under the bonnet at lunchtime, just to get an understanding of where the starting problem could be. Typical of what many traded-in cars are like, it was way overdue for a service and tune-up. I gave Linda my opinion that it needed some TLC, in the form of some new plugs, points, filters and fresh oil, all the usual suspects. She (and management) were in agreement and gave the go-ahead to do that to the Capri. With full permission from my manager to use the workshop, I would do the job after work one night, while Linda would get a lift home and back in again the next morning. I ordered and arranged for the bits from the local Repco Auto Parts store.

The chosen day arrived and I collected the bits from Repco at my lunchtime. At end of day I moved the Capri into the workshop and drained the engine oil and started replacing bits. The old points were well past their best and the six spark plugs removed came from four different manufacturers. Filters were replaced and fresh oil installed in the sump, all the usual things. With the air filter housing off the

carburettor, I could check the operation of the choke mechanism. The carburettor on a Ford Capri V6 is twin choke, with both butterflies opening together, on a common shaft. The air filter housing had previously hidden that the nut and lock washer had fallen off the butterfly shaft and were sitting in a valley in the inlet manifold. This was allowing the operating lever mechanism to be at an angle on the flats on the shaft; it had been like this for a very long time. Checking the accelerator pedal operation showed that half of the travel was being used to take up all the slop in the operating lever as it moved from an angle one way across to the opposite angle and was then only getting to about half throttle with the pedal on the floor. With the carburettor only getting to half throttle, it was just not setting the choke most times. The nut and lock washer were reinstalled and locked and we could now reach full throttle to set the choke operation correctly. Next morning was when I removed the car from the workshop, checking the cold starting worked, and then parked it in Linda's parking spot.

Linda was pleased to hear that it was running much better and that I had made an improvement in the cold starting effort. I warned her that it was a totally different animal to drive, but I'm not sure she fully understood what I meant by that. She would be test driving it when taking the car to go shopping at lunchtime. My work colleagues were very interested in how successful the project had gone and would Linda be pleased with it being easier to start. I mentioned that she was taking it

for a test drive at lunchtime.

Our lunchroom was alongside the gravel-surfaced car park and there were two carports for the senior managers' company cars, just outside the lunchroom window. At lunchtime, Linda backed her car out of her parking spot and backed it around to line up in the middle of the access drive which was also used by the forklift for access to the Repco alloy foundry. This had Linda lined up straight at the lunchroom, a lunchroom with about ten of us relaxing and talking while eating our lunches. We had all heard the rumble of the V6 when she had started it and backed it around from her parking spot. It certainly sounded very sweet, at idle.

Now the last time Linda had driven her car, she was very accustomed to automatically putting the pedal half way to the floor, taking up all the linkage slack to just above idle speed to roll away in first gear. She was probably completely preoccupied with the prospect of her shopping trip and obviously not expecting to now have the carburettor at half throttle as she launched in first gear. Gravel and dirt were neatly sent into the foundry doorway and all over the wall, having just been removed from beneath the spinning rear wheels as they dug two trenches, the engine roaring at many, many revs as she headed straight at the lunchroom. Fortunately, she lifted her foot off the go pedal and turned right to head (aim?) towards the gateway. This had her now with the rear directly in line with the two carports, and you guessed it, two more trenches appeared as she headed towards the gateway. We in the lunchroom, most with eyes wide open having expected

her to drive through the wall into the lunchroom, could hear the gravel being deposited on and around two senior managers' company cars, above the roar of the bellowing V6. Then the throttle closed again and finally there was only a spoon drain gutter to be negotiated just after exiting the car park; the whole area was always very wet on both sides from a cooling tower overflow. This Linda negotiated this by rolling through it at a diagonal, on a closed throttle, just as we all did. You guessed it, she still hadn't broken the habit of taking up the half-throttle slack in the accelerator pedal and the rear tyres were now wet as she launched out of the drain, again with the engine bellowing and the tyres screeching as they searched for grip. Several in the eyes-wide-open lunchroom made some very interesting comments about the obvious driveability of my tune-up. I was dispatched to

check carports (and their contents) for damage. The trenches were very hastily filled in to disguise what had taken place there. Fortunately, we were all used to often having dusty cars in that gravel carpark, even the managers.

When Linda finally returned from what must have been a very interesting drive on her shopping trip, she had calmed down considerably, apparently. Well, it may have been apparent to some of the others but not to me. What on earth had I done to her car? Had I put a V8 in it? *'It's got so much more power now!'* I had to explain that it had been way out of tune and it was now running in the state of tune that it should have had when she was first given it. She explained that it had taken her quite a while to get used to the new position of the accelerator pedal and she was now slowly getting to enjoy the very much improved performance.

Within a week she was very pleased with her 'tuned' Capri and was telling everyone who asked about her car that she thought I was an absolute magician. She was also very pleased that it now started easily, even on very cold mornings. The two senior managers were never aware that their company cars (an XJ6 Jaguar and a Ford Fairlane) were sprayed with the carpark gravel. A secret we all decided to keep from them.

I would have to say it was probably close to the most impressive tune-up I ever did. Always nice to please and impress the customer.

So, did my extremely impressive service and tune-up of the Capri ever get me the opportunity to do any more tune-ups for Linda's partner's car yard? No!





Best time ever in the OT1600 at Baskerville for me was 1:12.6, set at the Baskerville Historics, and I was very pleased with that. I had said from the first day of trials in 2013 that I would be happy with 1:11, since that's what the racing Escorts were doing at the time.

I had plans for a number of modifications to the car in search of more power, more speed, better brakes and better handling, but as my most recent gain had been the 8 bhp that Andrew Kuc had given me late in 2019, I decided to do nothing before the Supersprints in March but change worn brake pads, and I would then have a definite idea how much difference the extra neddies had made. Change one thing at a time, right?

And that's where things started to go wrong. I needed new front rotors as well as pads all round, and I noticed that the dust seals were damaged too; but, time being short, I went ahead and fitted the new pads. This proved to be an error...

For a start, the brakes didn't work very well – requiring a lot of pedal pressure. Running with Andrew Johnson's Alfa, Michael Sullivan's Sprite and Bruce Heron's Triumph Dolomite, I had trouble pulling the car up at the end of the straight – and when a wheel locked, letting off the brakes didn't work, because they were sticking on. This is not the sort of thing you want happening at 157km/h – my recorded speed at the end of the straight, and my fastest ever at Baskerville.

But in the heat of battle you do

what you can, and one of my solutions was to use the brakes a bit less.

So when I came in after the first session, I saw 1:11.63 and was over the moon.

Next time out I was closer to Michael and Bruce (though Andrew had unfortunately retired with a boxful of neutrals). The brakes were as evil as before, but this time I stayed with the boys instead of watching them creep away. The result was that all three of us went faster – in my case dropping to 1:10.63 and 1:10.75.

Couldn't stop grinning like an ape. Now all I have to do is fix the brakes and maybe there are more tenths available. As long as I don't *use* those brakes, that is.

CMI Baskerville Supersprint - 15th March 2020 - Official Results - Page 1 of 2

Driver	Car	Class	Lap #1	Lap #2	Lap #3	Lap #4	Lap #5	Lap #6	Lap #7	Lap #8	Lap #8	Lap #9	Lap #10	Lap #11
Hamish Ferguson	Mazda RX7 white 2600R	1	D1			68.40	62.72	64.10	64.97	59.79	60.68	64.89	62.22	
Al Van Dullemen	Mitsu Starion red 2000T	2	D2	64.22	60.55	60.72	65.30	60.81	61.72	59.89	61.22	63.59	61.20	
Peter Plisko	Audi TT white 2500T4WD	3	F1	62.30	59.94	61.39	63.12	59.91	60.47	60.69	61.47	63.41	60.33	
Scott Wyman	Honda Integra R silver 2147	4	C1	65.59	60.13	62.31	65.00	61.78	70.36	61.26	62.08	70.97	60.22	
Darren Moody	BMW 135i IM blue 3000T	5	E1	66.52	62.44	63.03	64.48	63.02	61.00	60.82	61.07	63.77	60.83	
Richie Thimm	Mazda 3 black 2000	6	B1	68.45	63.31	62.99	67.52	62.12	62.77	62.97	64.06	66.58	62.76	
John Bennett	Holden Torana white 5700	7	E2	64.94	61.86	61.54	65.09	61.93	61.28	62.68	62.72	64.50	62.11	
Marcus Easther	Subaru WRX white 2500T4WD	8	F2	66.84	63.16	63.20			68.00	63.70	64.34	65.76	66.51	
Michael Watt	Mazda 3 MPS silver 2300T	9	E3	67.09	63.10	64.01	66.97	64.17	63.78	63.11	63.84	68.19	63.73	
Todd Elliot	Mazda RX7 white 2600R	10	D3				68.05	64.84	64.14			66.54	63.82	
Michael Elliot	Mazda RX7 white 2600R	11	D4	68.22	65.45	64.50			67.04	64.80	65.19			
Iain Miller	Audi S3 black 1800T	12	D5	78.61	66.30	66.97	72.14	65.35	65.60	77.95	65.56	64.80	80.01	66.13
Philip Hooper	Subaru WRX sti C white 2500T4WD	13	F3	71.22	66.22	65.56			68.75	64.93	66.21	69.81	65.30	
Chris Smith	Renault Megane yellow 2000T	14	D6	73.16	65.60	66.57	73.00	65.67	65.84	77.17	66.62	65.71	79.35	65.43
Craig Quinn	Mazda MX5 red 1980	15	B2	71.24	66.03	66.16	70.94	65.55	65.79	67.64	66.81			
Andrew Hayhurst	Mitsu Lancer Dk blue 2600	16	C2	68.87	66.13	66.81	68.86	65.84	66.14	69.19	66.40	65.75	68.17	65.53
Leno Taglieri	Subaru WRX white 2000T4WD	17	F4	69.71	67.47	66.50	70.07	67.15	66.17	72.49	66.62	66.45	72.88	67.01
Rob Van der Niet	Honda CRX silver 1590	18	A1	69.80	66.68	66.41	70.03	67.29	67.18	69.23	67.35	67.30	68.98	66.36
Mark Brooks	Datsun 1600 white 1800	19	B3	73.42	68.95	68.14	71.70	68.13	68.37	72.49	69.09	68.62	73.25	69.42
Bruce Heron	Triumph Dolomite yellow 2000	20	B4	75.72	70.02	71.25	76.37	69.80	70.31	75.77	71.09	75.94	75.06	70.23
Michael Sullivan	A/healy sprite blue 1500	21	A2	74.92	70.52	69.90	74.23	70.22	72.02	73.12	71.16	71.48		
Philip Blake	Abarth OT1600 giallo/rosso 1608	22	B5	75.53	71.36	72.34	75.09	70.63	70.75	74.92	73.67	72.99	76.34	71.67
Michael Heron	Datsun 1600 blue 1800T	23	D7	78.11	75.79		76.40					76.26	71.19	
James Quinn	Mazda MX5 burgundy 1800	24	B6	79.38	76.20	77.06	77.45	77.77	76.62	77.47	74.64	74.54	78.95	75.41
Alex Ooi	BMW 325i bronze 2800	25	C3	79.55	76.43	76.21	77.02	80.42	74.48	77.59	72.63	72.70	76.29	73.00
Shaun Kirk	Holden Commodore white 5000	26	E4	76.18	73.40	73.78				76.57	74.43	73.53		
Gary Lucas	BMW 318i silver 1800	27	B7							79.27	76.84	76.80	78.92	75.52
Andrew Johnston	Alfa 105 GTV rosso/giallo 1600	28	A3	76.82	73.83									
Owen Biggs	Ford Falcon yellow/blue 5400	29	E5	83.05	78.19	79.31	79.44	76.51	76.68	79.79	75.89	74.34		
Michelle Brooks	Datsun 1600 white 1800	30	B8	86.03	79.87	78.47	83.89	78.35	77.78	90.55	82.47	80.22	78.34	76.14
Tim Davidson	Subaru WRX blue 2500T4WD	31	F6	80.77	79.60		80.07			88.40	82.85	84.36	84.10	81.36
Matthew Keating	Mazda 121 jelly red 1300	32	A4	90.55	85.22	84.82	87.43	85.05	85.03					
Sam Kirk	Holden Commodore white/blk 3800	33	D8	91.46	86.92	85.70	88.08	85.14	85.95	90.97	91.66	93.65		



Awards	Driver of the Day
Class A	Rob van der Niet
Class B	Richie Thimm
Class C	Scott Wyman
Class D	Hamish Ferguson
Class E	Darren Moody
Class F	Peter Plisko
Italian A	Philip Blake
	Michelle Brooks
	Honda CRX
	Mazda 3
	Honda Integra
	Mazda RX7
	BMW 135i
	Audi TT
	Fiat OT1600
	Datsun 1600

While building my workshop, the builder and I contrived to make a serious mistake with the guttering – which he managed to rectify almost painlessly. As he said, ‘Anybody can make a mistake. It’s how you deal with them that matters.’ I did not forget that.

After an indiscretion with the Piglet I found myself with an engine in bits, a partial seizure and damaged piston, one cam lobe with no profile, black grit all through the engine and the traces of something having passed through the motor.

Some of it was easily fixed by honing, purchasing, scrounging and fitting new bearings. Some not so easy...

While putting the newly reprofiled camshaft and followers back in I found that the centre bearing had some nasty scoring and would have to be replaced. Luckily I had the bits and pieces to make a puller for this very thin bearing. Even luckier, I had a brand-new one in the ‘stores’.

Unfortunately, when I pulled out the old one and put in the new, the camshaft had some difficulty going back through. The new bearing was evidently undersize.

No problem, I thought. I have a lathe. I’ll stick the bearing on it and take out a few tenths of a millimetre. So I did that, and got the camshaft to fit through it.

But it wouldn’t rotate. Or nothing like as easily as we like the components of a competition engine to rotate. So out it came again. (It has been in and out six times so far.) And there was your problem right there. Scuff marks showed that the bearing was no longer round. The lathe chuck had squashed it a little, and the boring bar had eccentric-



cised it. You saw that coming, of course. I didn’t.

I worked out a cunning plan, but Tony Gray, whom I consulted, had an even more cunning one.

‘Just make a new one in aluminium.’

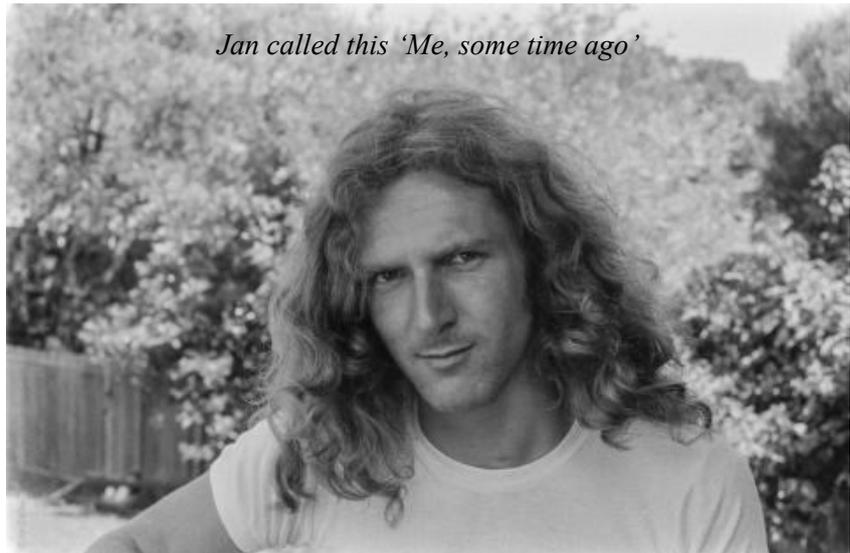
Like my builder said, it’s how we deal with our mistakes. I just have to make sure now that the 50-mm solid aluminium bar I start with ends up as the 1-mm wall-thickness bearing I need. In other words, don’t make another mistake...

Just as the Covid-19 lockdown really hit, long-time CMI member Jan Dallas lost his long battle with cancer. He was born Jan Heinrich Dallas in 1952, son of Professor Ken Dallas, who taught Dave Button first year economic history at Tas Uni.

Jan and I (Blakey) were at Tas Uni together for a short while, though we never met at that time. Jan was there 1974-1979, taking courses in art and Education.

Jan used to produce the posters for Collinsvale and Domain hillclimbs. A musician and photographer, he had a great sense of humour. He was very proud of his Pino verde Alfa 1750 Berlina.

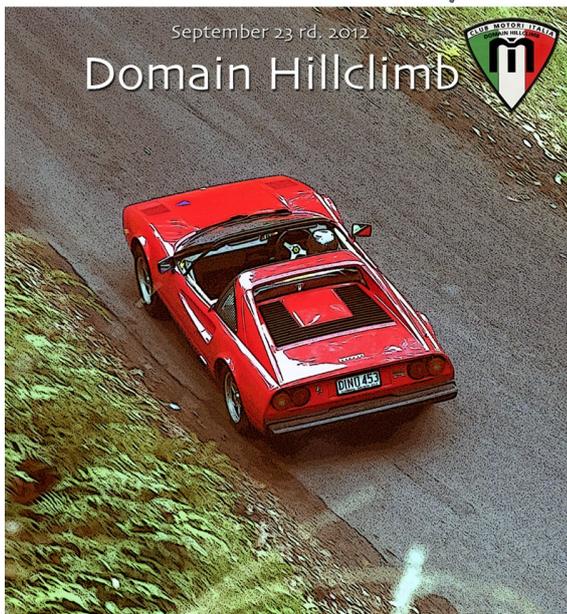
A final remark from a friend sums up Jan's attitude to his illness:



Jan called this 'Me, some time ago'

'He was told twenty years ago that he didn't have long to live, and smoked dope for the next twenty years.'

CMI 10 th. Anniversary



Who will be **King of the Hill?**



The Alfa Romeo legacy

The story of Alfa Romeo began in Milan, in 1909 when the first models were built. So did the Italian car maker. Società Anonima Lombarda Fabbrica Automobili, or A.L.F.A. In 1915, the Italian engineer and industrialist, Nicola Romeo, acquired the company. The automotive marque of Alfa Romeo was born. Alfias have been racing since 1911. In 1923 the world-famous Alfa Romeo racing symbol—the four-leaf clover—was introduced.



The name Alfa Romeo began to build an extraordinary record of victories in world competition. The first supercharged Alfa Romeo Grand Prix car, the double-overhead-camshaft straight-eight P2 of 1924, won the first race in which it was entered, with an average speed

of 98 mph. In 1925 the P2 won the French Grand Prix and the new G.P. World Championship. Alfa Romcos went on to win 18 international races in the next six years. More glory years for Alfa Romeo followed in the 1930s. In 1931 the immortal 8C2300 model was introduced, a supercharged 2.3-liter straight-eight designed by Vittorio Jano. In its Spider form as a sports



Monza trim as a Grand Prix car, it added new victories to the Alfa Romeo total. The 8C2300 and its successors were the stars of sports car racing in their day. They won the LeMans 24-hour race four times in succession, starting in 1931, and beginning in 1932, they won the grueling Mille Miglia, over a thousand miles of Italian roadways, an incredible

seven times in a row. In all, Alfa Romeo compiled eleven Mille Miglia victories. First raced in 1932, the immortal Type B model, also known as the P3, scored many wins in Grand Prix competition in the hands of such drivers as Tazio Nuvolari, Guy Moll and Louis Chiron. It

was succeeded by a new eight-cylinder model in 1935, and by a V-12 of 4 liters with which Nuvolari won the Vanderbilt Cup race at New York's Roosevelt Field in 1936. In the shops of the team that was preparing the Alfa Romeo entries, the Scuderia Ferrari, a

new smaller single-seater Alfa was completed in 1938. This was the Type 158, or "Alfetta," with a 1-1/2-liter supercharged straight-eight engine. In a manner that had become an Alfa Romeo tradition, it won its first race at LeGhion, Italy. Developing 158 bhp at 7500 rpm, the Type 158 started in other events for smaller racing cars before World War II.

After the war, Alfa wheeled out its 158's again, and continued winning. It fielded four cars in the 1946 Geneva Grand Prix, all with a two-stage supercharger. Nino Farina piloted his Type 158 to victory. In the year's final races, the 158 won easily at Turin and Milan with Varzi and Trossi the victors. Development of the engine continued, and in 1947 a larger primary compressor for the supercharger was installed. By 1948, the engine (called the 158/47) was producing 310 bhp at 7500 rpm. Results were quickly evident as Winalle won the Swiss Grand Prix at Spa. Varzi won the Grand Prix at Spa, Trossi won the Bari race, and Trossi was

victor in the Italian grand Prix. Alfa Romeo now concentrated on the extensive development of the Tipo 158/47 engine under Orazio Satta, another legendary figure in Alfa engineering history. Under his guidance, engine power rose to 330 bhp at 8400 rpm in 1949, and in 1950 and 1951 the Alfa Romeo Tipo 158 and 159 won successive World Championships.

These were golden years for Alfa. Led by Nino Farina and Juan Fangio, the 158 entered eleven Grand Prix races in 1950 and won them all: Silverstone, Monaco, Spa, Rheims, Geneva, Silverstone again, San Remo, Pescara, Bari, Monza. At Monza, Farina was crowned World Champion. In 1951, as the racing world looked on in awe and the competitors in dismay, Alfa Romeo made it two years in a row. Now the Type 159, the car went



faster, cornered faster and stopped faster. The engine produced 424 bhp at 9300 rpm—then fantastic performance from only 1470 cc. There followed the same near-monotonous chain of victories. This year there was a difference: it was Juan Fangio who won the title.

Sports car racing continued to feel the sting of Alfa Romeo's performance. Alfias won more than a dozen Sports Car Club of America Championships in their class, including the Trans-Am Championship, in 1966. And in 1967 Alfa Romeo introduced a new mid-engined sports-racing model, the V-8 Type 33. In 1971 this won three major sport car races, including the Targa Florio. And a twelve-cylinder model developed from it, the Type 33R12, became the World Champion of Makes in 1975—just 50 years after Alfias first racing championship. In the veins of every production Alfa Romeo runs the rich, red blood of these magnificent racing cars.

A few of us kicked off a few months ago with a view to resurrecting the Basky 1000 Alfa 75, which was kindly donated by Bob Sincock in late 2018. Following the inaugural Basky 1k event in February last year, we had a small list of problems to tackle. The car had impressed with its lusty yet economical motor and musical note, but the opera under the bonnet couldn't quite make up for the puddle of coolant on the ground or the uninspiring brakes.

In true CMI fashion, we forgot about it and got on with other things, until new committee member Stewart Peacock expressed interest in joining the team. With renewed enthusiasm we got stuck in for a couple of weeks. We removed the useless

air conditioning system (described as being 'as effective at cooling as a mouse coughing'), and found leaves jammed between the condenser and the radiator. That, plus grey gunk flushed out of the radiator, seemed to explain our cooling system woes! We then fitted a replacement brake master cylinder, to go with the new hoses and pads, and rebuilt rear callipers. About 500 bottles of fluid couldn't produce a decent pedal.

The following weekend, careful application of the pedal by chief assistant Jasper revealed the front brakes weren't coming on at the same time. For whatever reason, the valve proportions the right front brake against the rear brakes - the front left goes direct from the master cylinder. We

deleted the proportioning valve and this time we only went through one bottle of fluid before getting a decent - if long - pedal.

A few days later, with new tyres and the pedal mostly sorted thanks to guru Steve Caplice's top tip ('try loosening the lines at the master cylinder, there could be air trapped there') the lads took the car out to Baskerville for a shakedown at the practice day. This was a good move, as we found out that the cooling system wasn't fixed (better - but not fixed - so it must be the thermostat) and the brakes are still ordinary (but they do work).



Above: Graham and Stewart with the Basky 1k Alfa 75. Below: Presumably he has a good pedal



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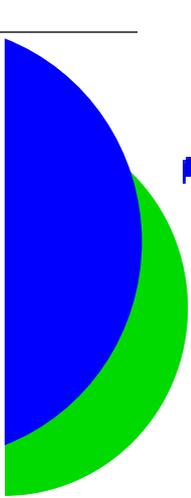
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