

Presidente

Robert Madigan
Ph: 0402 628 652
E: robert.m.madigan@gmail.com

Segretario

David Button
E: david_button@hotmail.com

Tesoriere

Allan Van Dulleman
E: avandull@hotmail.com

Club Capitano

Nessuno

Direttore/Editore

Philip Blake
Ph: 62652598
0409803316
E: pblake@ozemail.com.au

Membership

Robert Madigan
Ph: 0402 628 652
E: robert.m.madigan@gmail.com

Membri del Comitato

Graham Mitchell
Peter Lowe
Gary Lucas
Stewart Peacock
Matthew Keating
Tristan Roberts

Segretario sociale

Graham Mitchell
0418 173 102
grahammitchell666@gmail.com

Enquiries

For information on the club and general enquiries call any of the above members, or visit our Web Site: www.cmitas.org
Or Facebook page www.facebook.com/clubmotoriitalia

Address general correspondence and enquiries to:

The Segretario
Club Motori Italia Inc
PO Box 514
North Hobart 7002
or email
clubmotoriitalia@gmail.com

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Full yearly Membership fees:

1 January to 31 December
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 6.30-8.00 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: cmi.editorial@gmail.com

Disclaimer

While every effort is made to ensure the accuracy of the information, advice and responses in this newsletter, neither Club Motori Italia Inc nor its officers or members accept liability for any loss or damage arising.

CMI Life members:

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David Mitchell
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Goodbye Michelle

Michelle Fish, former Tasmanian Formula Vee champion and later a CAMS steward and keen volunteer at all levels, died earlier this year from cancer.

Michelle was a good friend to the club and to everyone who met her, and this was obvious at her funeral at Baskerville, where the crowd would not have looked out of place on a race day—cars all the way up the hill.

A guard of honour of race cars and their drivers lined the track as Michelle went for her last lap in the hearse. The driver was obviously being coached from the passenger seat, because after a slowish warrmup lap he came through right on the edge of the barrier with foot to the floor.



The guard of honour approved, and Michelle certainly would have.

Above: Michelle after a session on track in the Wild Boar. I got her off before she went faster than me.

Presidential Patter

It's hard to believe that two months of 2021 have already come and gone. So far it has been a lot better than 2020 but things didn't really go pear-shaped last year until about this time so I am not counting my chickens just yet.

The club got the year off to a good start with the BBQ breakfast at the Waterworks which I sadly could not attend due to a motorsport commitment. In hindsight I probably should have come as the old Toyota Corolla I am using for khanacross developed a catastrophic power-steering fluid leak to go along with its ongoing overheating issues. Car troubles aside these events are great and if you have an old banger (or want to buy one specially) I strongly encourage you to keep an eye on the 500 Car Club's website around October for details of the next

event. I would particularly encourage parents with children 12 and over to have a look as training is provided free for young competitors and it is a great entry point to motorsport and a very enjoyable family activity.

Our next club event is the supersprint at Baskerville and I am very much looking forward to getting my Alfasud back on the track. I am slightly nervous as it will be my eldest son's first circuit event but the club runs events very professionally and I know he will be well looked after and have a day to remember. The supersprint will probably have been run and won by the time you read this so I will say thanks in advance to the officials and competitors who came out on the day. I would also like to extend my appreciation to David Button and Alan Van Dullemen for doing the lion's share of the organising.

At the most recent committee meeting Graham Mitchell put forward the plan for what sounds like a very enjoyable social drive in mid-May. This will take us through a few Targa stages on the way to a nice lunch. I am pretty sure that we settled on Sunday **16 May** as the date so please put that in your calendar and keep an eye out for Facebook and email for more details closer to the event.

Bye for now.

Robert

Memberships are now overdue. If you do not renew this is your last magazine, so please renew ASAP.

Understand the Weber (Cont)

Interchangeability:

The 40, 42, 45 and 48 DCOE Webers all have the same mounting flange bolt pattern (as also do the Dellortos), so are fortunately interchangeable on inlet manifolds. This is very useful when you want to keep the choke to butterfly ratio within a quite sensible range. Experience tells us that 38mm chokes will work better with a 45mm butterfly than a 40, but also just might work on a 42. Likewise, a 32mm choke will probably work better with a 40mm butterfly than a 45. What must be taken into consideration is the type of motorsport that we are tuning for. Doing a club sprint at Phillip Island isn't going to worry about fuel economy compared to doing a stint at Winton in the AROCA 12-hour regularity, where economy is very important for maximum track time and a good team result.

Intake trumpet lengths from zero to 100mm, curved or straight, are available and can help spread the torque flexibility especially when the choke to butterfly ratio sizes are slightly wrong. The longer trumpets will usually improve the bottom end of the rev range response, but only if they have clear air height above them that is preferably equivalent to their diameter. This is often overlooked inside air filter housings and air-boxes, where external space may be extremely limited.

Needle and Seat combinations begin at 1.50 and go all the way to 3.00, in 0.25 increments. Main jets begin at 100 and go up to 300, Idle jets start at 035 and go to 115 in the available range from various suppliers. Larger sizes can be produced by good tuners who know what they are doing, and why. Emulsion tubes are numbered in no logical order; however there are tuning charts available that can help

with their selection when seeking incremental changes. All of the above are interchangeable between the 40, 42, 45 and 48 DCOE.

The larger the needle and seat combination, plus the larger the main jets, in a multiple carburettor set-up, the more consistent the fuel supply must be to maintain around 3 PSI. This delivery pressure is to prevent going lean during long, wide open throttle conditions where the fuel level in the float bowl chambers will drop due to insufficient fuel supply, indicated by a drop in fuel pressure when under high demand. This is best observed during the dynamometer tuning session where a run can be terminated quickly before any pistons get burnt.

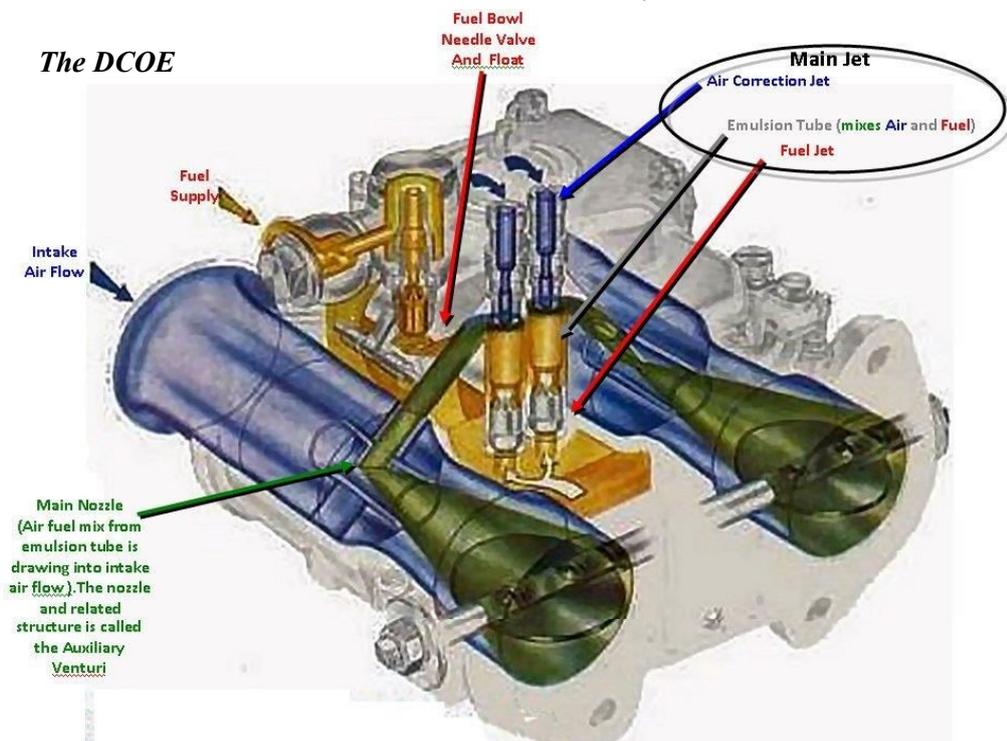
As can be seen from the graph, there is a transition phase that involves both the idle jets and the main jets contributing to the delivery of fuel into the airflow through the carburettor. Under-

standing this phase can help smooth out the effect of light and medium throttle response. These carburettors are very adjustable but there are a few areas that need to be considered.

There are two types of float available. The original hollow brass floats for naturally aspirated applications should be set at 8.5mm with the paper gasket; the modern solid plastic floats set at 13mm with the gasket. These can also be successfully used for blow-through turbo applications, an application that will collapse hollow brass floats. The height settings are critical for consistent response. I probably don't need to mention that for multiple Weber installations the floats all need to be of the same construction, plus set at the same float level height, but I will because it is very important.

Something to be mindful of is that Webers (and electric fuel pumps) don't like being stored with stationary fuel in them. The

The DCOE



fuel passages within the body of the carburettor and the jets can dry out and tend to block themselves with sediments and crud. This makes tuning old or second-hand carburettors much more difficult for the unwary and uninformed dynamometer operator. That's something to keep in mind when considering buying used carburettors from the internet.

It probably goes without saying, but again I will: multiple DCOE installations need to be all of the same model: The early DCOE's are most often Type 9 or Type 13 or the modern emission Webers of Type 151 or Type 152 as an example! That will stop you going crazy because all the drillings, passages and machinings will be the same. My preference for throttle operating on multiple set-ups has the butterfly shafts all interconnected with all the throttles operated from only one place. Once they are all synchronised at idle, they will all open exactly the same amount through their range of travel.

The alternative method that has a shaft parallel to the butterflies with each carburettor connected to it by individual linkages is

inferior because they usually don't open the butterflies exactly the same amount through their operating range. With individual levers attached to the shaft, they all need to be at the same angle so they will all swing in unison. They usually aren't exactly in line in my experience. Sometimes one will have slipped slightly so one carby will be continually opening before or after the others. The major disadvantage is that the shaft and levers usually need to be all assembled on the inlet manifold, requiring lever alignment by eye, or guess. A classic example is the popular Datsun 240Z and 260Z fitted with triple 45 or 48 DCOE's. Getting all those butterfly shafts synchronised is difficult and very time consuming, but well worth the effort in part throttle driveability when finally achieved.

There are very good books available to help with sorting tuning problems on Weber and Dellorto carburettors, if you really want to have a go yourself. They usually provide a better explanation of their operation than I have provided in the above article!

Weber carburettors were origi-

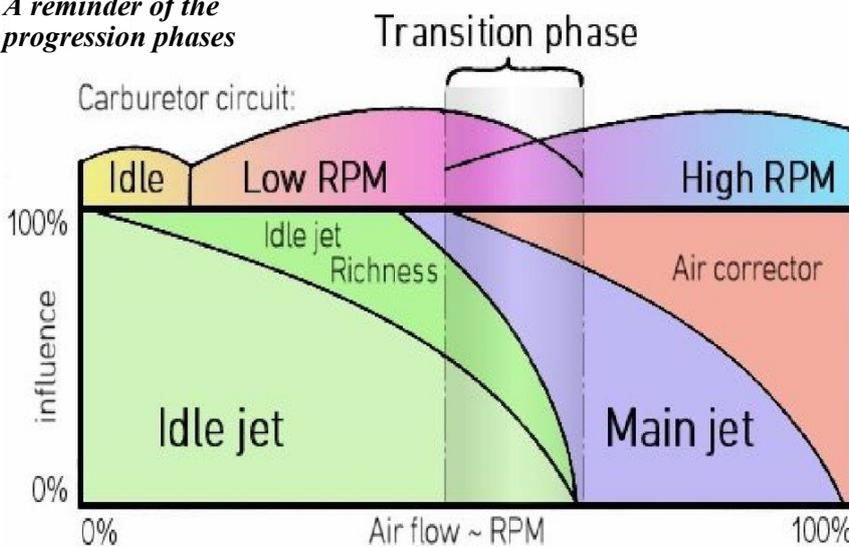
nally designed and manufactured in Italy; however, since the 1980's they have been made in Spain. The Italian Webers command a higher price on the second-hand market, but the Spanish Webers work and tune just as well as the Italian ones. Recently China has released a range of carburettors very similar in looks to real Webers, at a ridiculously low price. Let the buyer beware is my only comment! Real Webers have 'Made in Italy' or 'Made in Spain' cast into the body.

98 ULP always loses the aromatics, (the light or high ends) very quickly so be prepared to consume it within a few months from date of purchase. The lower ends in the fuel will burn in low compression engines, but not well in high compression engines that are expecting to be burning fresh 98ULP. Cars in long-term storage between races need to be regularly fired up to burn off any condensation in the engine oil and to circulate fresh fuel through the carburettors before it can dry out. What we refer to as 'Avgas', 100 octane leaded petrol that we used to race on, could only be stored at airports for up to six months, as an air safety stipulation to ensure the fuel was always fresh.

The DCOE is an incredibly versatile carburettor that will remain in demand for historic racing until historic racing is eventually outlawed or ceases to be attractive to the younger generations.

Special thanks to Phil Buggee, at BOI Performance, who continually provided drawings, advice, explanations, dismantled DCOE's and then multiple corrections to the above article.

A reminder of the progression phases



New Year brunch

Here are some car photos - most of them of Italian marques - plus a few random people pics, all taken at the 2021 annual Club Motori Italia breakfast at the Waterworks reserve, Dynnyrne, about ten minutes' drive from Hobart's CBD. It was a good turn-out of maybe two dozen or so club members in ten or twelve cars on an absolute cracker of a day.

Had I thought about it at all, I really should've taken some food shots, too. Head chef Graham seemed to have everything under control with two or three *chefs de partie* hard at work on the grills, pumping out a wide range of dishes, and there was also a good selection of breads and drinks. It really was a great spread! Thank you, *Squadra Cucina*!!



As well as being a good general excuse to socialise (I'm rapidly discovering that being social falls only just short of the celebration of Italian cars, and conducting and participating in mo-

torsports as CMI priorities), it was also meant to be an opportunity to present six or seven members with their 20-year anniversary trophies. However,





only Philip Blake was there to receive his, the other recipients having other commitments that day. Also shown here is the engine bay of Scott's recently restored Alfa 33, which, for some reason that escapes me, I didn't photograph more fully on the day. (By the way, Scott's the bloke in the centre of the photo, with partner Nat, chatting to Warwick Hughes.) If you're interested in taking a look at the resto, please go to: <https://uppermiddlepetrol-head.blogspot.com/2021/01/readers-restos-alfa-males-alfa-33-17.html>.



Grazie and ciao! Until CMI's next event ...



The Porsche—visibility really was this bad



Arriving in Mansfield the day before the event was due to start, I met my driver John Stanton and we made our way in the Porsche 924 Turbo up to our flat on top of Mt Buller, ready for day one. On the way up it appeared to overheat a bit, so next day we came back down, found a bad connection in the fan thermo switch and drove back up (without overheating) in time for the start. Day one was a single run down the mountain and back up. Sounds

simple but it's 18 km each way of complex twists and turns. Against us was the weather: thick mist, heavy rain and high winds. *For* us was the fact that we had done the most recent recce of the mountain with notes in both directions in bad weather – so we were 'on it' immediately, despite not being able to see where we were going.

We caught or passed just about every car in our competition - Thoroughbred Trophy – on the way down, and by the time we

had our first beer back at the flat we had a 1 minute 28 second lead.

Next day the weather was still a bit inclement; Dillon and Torah in an Alfa 105 were a bit quicker than us up and down the mountain, but in between we won just about all of the other six stages.

Beer o'clock again, and another session of working through the notes together to see where we could make up time. The lead was now down to one minute 20 seconds. Still comfortable... but on a quick underbonnet inspection, the first sign of trouble appeared: a stud had disappeared from the turbo housing. No way to fix it.

I said to John as we pulled up behind the Alfa on the start line next morning, '*They're* under pressure, not us. We just have to preserve the lead to win. They have to go over a



Nice rig—from the other side of the street

Fancy racing in this? The start of Stage One



minute faster than us.’ So we used high gears down the hill and lost 30 seconds to them. We could afford it.

But on the first really long stage, Jamieson, we were 10 kms in when the cabin suddenly filled with thick blue smoke, and the oil pressure fell to zero. Out. The turbo housing had come apart. Luckily we found one of the few places on the side of the mountain where we could pull over and wait for the Bus of Shame.

We knocked over several beers and a bottle of red that night, and felt we had given a good account of ourselves in car 171.

From my window—Day One



And Day Three



The end



Jono Crellin of Victoria is willing to sell the ex Buggee/ Carroll/ Freame Turbo 127, suitable for club sprints, motorkhanas, khanacross, hillelimbs; it has also competed as an under-1600cc Sport Sedan.

The car is quick and had a CAMS logbook when we (Buggee/ Carroll/ Freame) owned it.

It has a full aluminium alloy cage and a foam filled aluminium tank.

I expect it also comes with the trailer it travels on.

It is capable of winning the Specials Class at the FIAT Nationals!

Jono can be contacted at >jjcrellin@hotmail.com< or 0419 300 068 if you know someone who might be interested in purchasing it.

Or contact Bill Freame billf648@gmail.com

for technical details.

For sale—the Editorial Ford Focus

Mary and I are the second owners of this 2003 Focus. 5 spd manual, aircon, DOHC. Very good condition—everything works. Reconditioned cylinder head recently fitted. 197000k. Very regularly serviced, ultra-reliable, ideal first car. \$3000 ONO. Full history. Contact Philip Blake on 0409803316.



*Not the actual car—representative pic only
(It's on loan at the moment)*

Fiat 128 for sale

1970 model last registered in 2010.

Carefully dry stored since then with regular maintenance. Overall in good drivable condition.

Has 1300cc "sprint" motor and four wheel disc brakes.

Cromodora mag wheels with good tyres.

Minor bodywork required; see pictures.

With a little work would make a very useable classic or everyday driver.

Offers around \$5000.

The vehicle belongs to my son, Peter, but is garaged at my property, so any enquiries, best via e-mail, to me in the first instance.

Gary Guiver.

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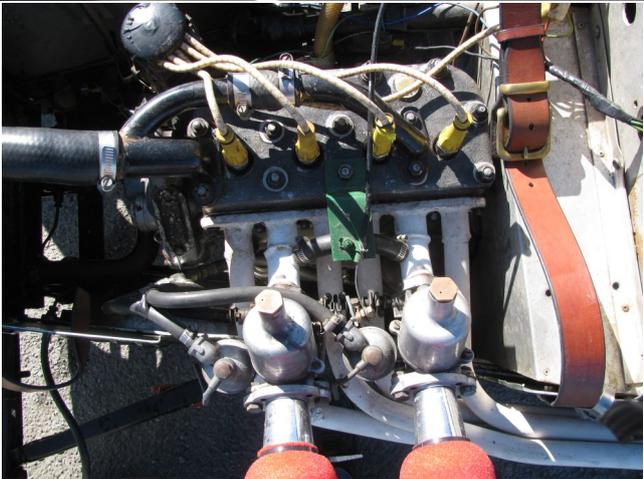
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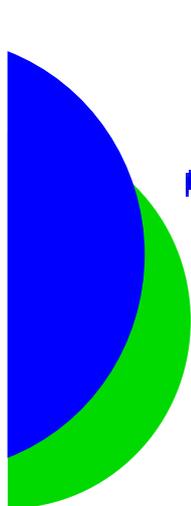
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