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## Full yearly Membership fees:

|                             |      |
|-----------------------------|------|
| 1 July 2011 to 30 June 2012 |      |
| Social                      | \$45 |
| Motorsport/Competition      | \$65 |
| Family                      | \$90 |

(2 adults + kids under 18 - Family rate allows up to two competition members.)

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



## Meetings

Southern members meet on the final Tuesday of each month, February through to December, upstairs at the Civic Club, 134 Davey Street, Hobart.

The committee meeting is held between 6.30-8.15 pm and the social gathering follows at 8.15pm. Drop in one night.

In the North, Italian Car Enthusiasts (ICE) meet informally on the second Tuesday of each month at the Riverside Hotel, Launceston, starting at 7.00 pm. Contact Sabina Toscan at

[tasuniforms@bigpond.com.au](mailto: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](mailto: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.

**FEATURES:**

**7 Collinsvale Hill Climb 2012**

Results, Rules and Photos from the event. Also as an extension of his Club Captains report, Monty gives a run through of the day.



**16 SWADEOLOGY**

Steven Wade takes us to Mallorca in a Fiat 500c



**12 GARAGE PROJECTS**

Philip Blake provides the second instalment of his OT1600 project



**REGULARS:**

**4 NOTA EDITORE**

The Editor has a spiel

**5 RAPPORTEO DI PRESIDENTE**

The Club President has his say on where we have been and where we are going

**6 CLUB CAPITANI RAPPORTO**

Monty tells us what to expect in this years motor sport events..

**11 HOT SOURCE**

The very latest in Italian car news

**EVENTS:**

**PAST EVENTS**

**7 Collinsvale Hill Climb 2012**

**19 David recounts the CMI Rafting Trip**

**22 UPCOMING EVENTS 2012**



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**Parafly**



## Ryan's Reflections

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In welcoming the New Year many of us make New Years Resolutions. For some it may be to drink less, for others it may be to give up smoking, get fit or in my case stop accumulating cars and indeed cut back. Unfortunately for me, I have been having difficulty with this resolution and recently welcomed a new addition to the family; another 116 series Alfa Romeo Giulietta... Oops.

But all is well because this car has a clear purpose; motorsport. With support from a couple of CMI members I was able to get my new club runner out from where she was sitting, to the dry confines of my mate's shed. Yes that's right, I have officially run out of room...oops again.

Despite these set backs in my resolution, I have now begun getting the 116 ready for the upcoming CMI motorsports events that we have planned (see Events Calender). As far as my resolution goes, this month has been slightly more successful with the sale of 'The Rangie' and so the status quo is maintained. Obviously my resolution is not really going so well; but I hope yours is!

In this issue, Philip Blake has kept true to his promise with the next instalment of his project OT1600 and Steven Wade has kindly recounted his trip around the Spanish island of Mallorca in a Fiat 500. We also have some reports from our first social events for 2012 to keep you informed on what you're missing out on.

All in all has been a positive start to the New Year and if you haven't made a New Years resolution, perhaps you should resolve yourself to checking out more of our fun filled events, we would love to have you along.

Fino alla prossima volta,

Ryan



Above: Ralph Lauren's Ferrari chamber, a small part of his extensive collection... and I thought I was bad. Lets hope I never come into vast amounts of money cause I don't think he has enough!



Buon giorno

With Christmas and New Year celebrations behind us, we're now into the swing of another great year of Italian car ownership and enjoyment.

Sadly, a member of the Italian car community recently passed away. Howard Kershaw, along with his brother Graeme, had founded Autocraft in the early '90s, and was well known to this club and its members. Howard and his wife owned a Lada Niva (with fiat twin cam), a very tidy Fiat 128 sedan, and an Alfa 33 Quattro that they purchased new. My own memories of Howard are those of a very helpful man, who was of invaluable assistance with my Alfa 33 Quattro wagons (both past and present), and with getting the Fiat 2300S on the road after it came down from Sydney. His presence will be sorely missed by the racing and rallying community in general.

On a happier note, we've already enjoyed the Dru Point family day, Derwent River rafting trip and Festa Italia, and as I write, we are very shortly to see the 9th Collinsvale Hillclimb staged. Unfortunately it seems that numbers are below expectations for the second year in a row and this may put the event in jeopardy, though I would hope that we might see some renewed interest for a 10th anniversary event in March 2013.

Continuing the anniversary theme - our belated 15th anniversary dinner will be held at Solo Restaurant on Saturday the 16th of June at 7pm. Please contact me to reserve your place; if we can secure 35 takers we will be able to book the entire restaurant. Simon is sure to put on another fantastic spread for us so it will be a night to remember.

Shortly after this, on September 23rd (this is the weekend before the AFL Grand Final, the date in the CAMS calendar is incorrect), we will celebrate the 10th anniversary of the Domain Hillclimb. There are many exciting special activities planned for the day so ensure the date is reserved in your diary, and dust off an Italian car to run!

Finally, please contact me, or any other committee member, with any ideas for events that you might like us to run - whether social or motorsport.

Ciao! Tristan



Hi All

It has been a busy time since my last report. Personally, I have competed in Targa West Point with our Editor Ryan Russell as my navigator, and Philip Blake and his brother Shaun as our support crew. We competed in my 1971 Triumph PI (yes a barbarian car - the 124 is still not ready) but at least my support van was a Fiat Scudo. The event started with a bang, on the way to the first stage the alternator drive belt decided that it did not want to be part of the event and broke. The belt then wrapped itself up in the power steering belt, stopping the engine and giving me a scare (I thought that I had blown an engine). A quick call to Philip, who was on his way but still behind us, enabled a quick and relatively easy repair. Back on track we arrived at the first stage only to find that the intercom was also not willing to take part in the event and the teratrip (rally computer) decided that it was all too hard and only

counted some of the distance traveled – rendering my navigator deaf and blind.

By the second stage the trip in to the Air Walk we had repaired the intercom but the teratrip was still on holidays and remained there for the rest of the event. By this stage the temperature was heading towards 30°C and in a dark green car (note to self the fiat is not to be painted a dark color) in race suits and helmets it was very hot, especially if there was any hold ups at the start of the stages. Day one ended at Longly and what a blast it was! The Longly Stage has to be one of my favorite stages of the event.

Day two started out good the car made it to the first stage with anything else not wanting to continue the event, and the driver and navigator were more in sync despite the teratrip (or in our case 'Terror Trip') was not helping Ryan with the job. The day was running well until the fuse holder for the engine fan decided to melt and blow the fuse (not ideal in 30 + temperatures) while we were in control



at the start of a stage where you are not allowed to open the bonnet to work on the car. Fortunately the fuse holder was inside the car so I pushed the two ends of the blown fuse together and the fan ran. We made it to the end of the stage without cooking an engine despite the fan giving up again about half way through. Stopping on the side of the road after the stage I removed what was left of the old fuse found a spare that was not used and forced it into the melted mess that was once a fuse holder. The fan operated, and fuse was stayed in place; remaining there for the rest of the event.

Despite all the troubles (the car must know that it is going to be retired and was playing up in protest) both Ryan and myself had a great time and we finished every stage grinning. A big thank you to Philip and Shaun who helped out with the problems, had fuel ready for quick refueling, and had cold drinks on hand at just the right times.



More recently, the ninth annual CMI Collinsvale Hillclimb was held on Sunday the 4<sup>th</sup> of march.

The day started out with heavy rain and all the competitors were battling with low grip and low vision - reflected in the times. Most competitors had four runs in the morning and with the rain easing just before lunch, the times improved. Lunch was provided by Jeremy Lewis-Shaw at his property which has views down across the hillclimb course, and provides many of the best areas to view the competition. I was fortunate to be able to compete in the afternoon in Philip Blake's Lancia Beta Coupe (thank you Philip), and with the course drying out and the rain staying away, times continued to improve.

I was very impressed that all the competitors were driving according to the conditions and we had no major incidents. Thank you guys.

I was even more impressed with the efforts of the many volunteer officials, some of whom had been at the course from 7am on and did not leave until the event was over.

Others had also been involved in the tasks leading up to the event including arranging the CAMS and Police permits and seeking Council approval, arranging road closure signs, organizing lunch, arranging supply of hay bales, delivering notices to all residents with information of road closure, scrutinizing the competition cars and making sure that timing could be run on the day. I am sure that I have missed something from this list and if you

have never been involved in this side of motorsport, this is a taste of just how much effort is required for even a one day event.

The hard working people who make events like this possible for no personal gain, should receive our gratitude, for without them we would not get to have all the fun that I am sure that you all had on Sunday. Thank to you all, you made it another great CMI event.

Ciao Monty



Pictures and Results from Collinsvale Hillclimb are on the following pages.



# Collinsvale Hillclimb 2012



## Class Winners

Class A: 0 – 1600 cc                      Graham Mitchell

Class B: 1601 – 2000cc                      Rob Van der Neit

Class C: 2001 – 3000cc &  
forced induction Class A                      Jason Winter

Class D: 3001 – 4500cc,  
rotaries, & forced induction

Class B/C    Alex Rice

Class E: 4501cc and over, &                      Gary Hughes

Class F: 4WD, buggies &  
special purpose vehicles                      Jamie Lonergen

Class I: Italian 0 – 1800cc                      Warwick Hughes

Class J: Italian 1801cc& over                      Garth Newton

## Awards

Driver of the Day                                      Warwick Hughes

Most Improved                                      John Vagg

Fastest Outright                                      Jamie Lonergen



**Results: CMI Collinsvale Hillclimb 2012****King of the Hill Round 1**Best Times are in **bold**. See website for class results

| Driver          | Run #1 | Run #2 | Run #3 | Run #4       | Run #5       | Run #6 | Run #7       | Run #8       | Run #9       |
|-----------------|--------|--------|--------|--------------|--------------|--------|--------------|--------------|--------------|
| Jamie Lonergen  | 61.90  | 59.22  | 57.17  | 54.03        | 55.96        | 49.87  | 49.32        | <b>48.78</b> | 49.50        |
| John Davidson   | 56.75  | 57.92  | 56.30  | 54.62        | 54.59        | 66.18  | 51.79        | <b>51.26</b> | 51.48        |
| Gary Hughes     | 71.08  | 70.23  | 68.43  | 67.40        | 60.98        | 59.32  | 58.67        | <b>55.04</b> | 55.64        |
| Alex Rice       | 71.04  | 68.36  | 66.74  |              |              | 55.78  | 55.39        | 55.65        | 55.17        |
| Todd Elliott    |        |        |        |              |              | 59.75  | 56.79        | <b>55.32</b> |              |
| Michael Elliot  | 72.19  | 70.80  | 72.32  | 66.20        |              |        |              |              | 55.51        |
| Paul Rice       | 68.12  | 66.72  | 63.48  | 57.57        | 56.93        | 55.98  | <b>55.68</b> |              |              |
| Omar Hasan      | 72.50  | 90.98  | 68.06  | 65.40        | 61.04        | 57.92  | 56.86        | 56.53        | 56.47        |
| Rob VanDerneit  | 66.44  | 65.31  | 64.04  | 63.07        | 64.01        | 60.93  | 60.22        | <b>59.54</b> | 60.03        |
| Warwick Hughes  | 74.22  | 69.25  | 68.53  | 67.32        | 63.51        | 63.48  | 61.26        | 62.59        | <b>61.06</b> |
| John Vagg       | 88.26  | 85.58  | 81.11  | 82.29        | 65.09        | 62.12  | 61.39        | <b>61.28</b> | 62.68        |
| Steve Pratten   | 0.00   |        |        | 73.06        |              | 79.17  | 64.92        | <b>62.45</b> | 64.12        |
| Garth Newton    |        |        |        |              |              | 65.62  | 64.12        | <b>62.70</b> | 62.79        |
| Nic Fabrizio    |        |        |        |              |              | 64.79  | <b>62.95</b> | 63.62        | 63.08        |
| Jake Hills      | 77.80  | 74.90  | DNF    |              |              | 65.04  | <b>64.34</b> | 65.12        | 64.45        |
| Jason Winter    | 78.26  | 74.97  | 73.21  | 73.24        | 68.12        | 66.54  | 68.23        | <b>64.42</b> |              |
| Geoff Storr     | 78.25  | 79.48  | 77.75  | 77.17        | 71.10        | 69.09  | <b>68.09</b> | 69.32        |              |
| Monty Reading   |        |        |        |              | 78.12        | 74.51  | 74.31        | 74.68        | <b>73.61</b> |
| Steve Cameron   | 77.86  | 77.34  | 77.16  | 76.67        | <b>75.89</b> |        |              |              |              |
| Graham Mitchell | 79.59  | 80.66  | 77.18  | <b>76.01</b> | 76.28        |        |              |              |              |
| Philip Blake    | 81.61  | 84.30  | 82.18  | <b>79.21</b> |              |        |              |              |              |

**Rules for King of the Hill Competition:**

- You must be a member of CMI
  - You must enter all three hill climbs during 2012
  - There are two sub categories;
    1. King of the Italians
    2. King of the Barbarians (non Italian car competitor who is a member of CMI)
- |                                     |   |          |
|-------------------------------------|---|----------|
| Points for first five in each class |   |          |
| 1st                                 | = | 5 points |
| 2nd                                 | = | 4 points |
| 3rd                                 | = | 3 points |
| 4th                                 | = | 2 points |
| 5th                                 | = | 1 point  |

All first place winners on the day will have their best four times compared with the most constant times (ie the competitor with the smallest difference between their times will receive a bonus point thus this will determine the winner for that round.

To determine the winner after the final round if more than one competitor is on the same number of points and both are vying for the win, the competitor who achieved the most constant times at each round will receive 1 extra point and thus be declared the "winner" of King of the Hill 2012.

Time keepers at each round are deemed judges of fact and no correspondence will be entered into.

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## Abarth 695 Tributo Maserati

Following on from the success of the Abarth 695 Tributo Ferrari comes the Abarth 696 Tributo Maserati, which is limited to a production run of 499 cars, celebrating the bond between Abarth and Maserati. Just as the Abarth 695 Tributo Ferrari is the utmost expression of Abarth's sporty character and racing spirit, this new Limited Edition epitomises sheer elegance united to the comfort of a "GranTurismo", but with the handling to



use on the road every day. In keeping with Maserati's standards, this new Limited Edition is distinguished by excellent handling and great performance, together with a great attention to comfort, materials and detail. The 1.4 Turbo T-Jet 16v engine boosted to 180 HP and is mated to the Abarth Competizione box. The car is fitted with 17" alloy wheels, Brembo 305 mm brake discs



with fixed four-piston calliper, and special shock absorbers. The "Record Monza" variable back-pressure "dual mode" exhaust is also installed, and the tailpipes have been modified to assume the hexagonal shape which has always marked out Maserati cars. This 695 Tributo is bespoke inside and out and as such reflects the elegance and sportiness prescribed by the Maserati ethos.

## TCT And Diesel For Giulietta



The 2012 Alfa Romeo Giulietta has arrived in Australia with the advanced TCT twin clutch automatic gearbox and a new Turbo Diesel engine that maintains the Giulietta's

spirited performance but cuts fuel consumption. Andre Zaitzev, General Manager of Alfa Romeo in Australia, believes that the new versions of the Giulietta will represent the majority of Australian Giulietta sales as the market is dominated by self shifting gearboxes. Alfa Romeo's TCT is one of the most advanced units on the market and offers all the advantages of a self shifting gearbox with none of the performance or fuel consumption drawbacks, and is set to shift the Giulietta onto the shopping list of more new car buyers.

For the growing diesel sector, Alfa Romeo are now able to offer one of the most advanced diesel power units in the world. As would be expected from the company that invented the common rail diesel fuel system, the latest incarnation of Fiat Group's multijet technology (the JTDM-2 engine) sets new benchmarks for diesel performance. Equipped with a new variable geometry turbocharger, the new engine provides segment-leading performance levels with a top speed of 218 km/h, acceleration from 0-100 km/h in 7.9 seconds, and an extremely flexible driving responsiveness thanks to 350 Nm of torque at just 1750 rpm in Dynamic mode. The JTDM-2 also offers the lowest fuel consumption and emissions levels in this category returning just 4.5 l/100 km on the combined cycle and producing 119 g/km of CO<sub>2</sub>.

## HOT SOURCE



the engine and brakes. The headlights have been given an update and will feature the DRL Led technology. The rear of the new GranTurismo Sport is given a more aggressive appeal with darkened tail lights.

The interior of the car receives completely redesigned front and rear seats and a more muscular steering wheel. Most importantly the new GranTurismo Sport will see a further improvement in its performance now boasting a 460 HP 4.7L V8... nice!

## Updated Maserati Granturismo Sport

The new Maserati GranTurismo Sport is set to increase the current models performance and has received an elegant restyling intended to stress its sporty nature.

Arriving in Australia late 2012 or early 2013, the Maserati Granturismo Sport offers a front bumper treatment that is designed to optimise the air flow to both



## All New Ferrari Announced

The Ferrari F12 Berlinetta has just been announced and is set to make its debut at the Geneva International Motor Show. The f12 Berlinetta is set to usher in a new generation of Ferrari 12-cylinder supercars that deliver unprecedented performance from a new engine and innovative design that melds classic

themes with modern aerodynamics. The 0-100km/h sprint is achieved in 3.1 seconds with a top speed of 340km/h. There is plenty of power and torque on tap from the 6262cc V12 but more importantly it looks fantastic. Importantly increased stopping power has not been forgotten, the Berlinetta featuring a new carbon-ceramic brake system (CCM3) and Ferrari's magnetorheological suspension control system (SCM-E) which has evolved for this new machine. The Ferrari F12berlinetta will arrive in Australia and New Zealand in early 2013.



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**Don't just stand there!**

Annuncio

**People could die while you do.**

We all know motor sport is dangerous.



Take CMI's Level 2 First Aid course and you'll know what to do in an emergency.

Club Motori Italia, with the help of Ambulance Private's Phil Triffett, is putting on a Level 2 First Aid course that is open to all members.

This will be run over a few evenings at the times that will suit the most people.

The normal cost is \$170 per person. If we get enough people we can do better than this, and the club will also partly subsidise members who want to take part.

As well as helping us all be a bit safer, it's very much in the club's interest to have more than a few members who can be a nominated first-aider.



**To express interest call Philip Blake on 62652598 or email [pblake@ozemail.com.au](mailto:pblake@ozemail.com.au)**

## Driven: Fiat 500 Convertible

By Steven Wade



When you live in Tasmania, 4 or 5 hours on a plane will barely get you out of the country. When you're living in Sweden, 4 or 5 hours on a plane can get you just about anywhere. So it should come as no great surprise that this normally stuck-at-the-end-of-the-world Tasmanian availed himself of an opportunity to see a little more of 'the continent' whilst working for Saab during 2011.

The month was October and the occasion was Mrs Swade's birthday. She'd already done the long-haul from Tassie to Sverige a few days before. To celebrate her advancing into another year, we hopped on a plane and flew to Mallorca for a week of sunshine, good food and general R&R.

It was during our stay on this island paradise that I had the opportunity to take the new-ish Fiat 500 for a spin.

Whilst it's been out in Europe for a couple of years now, the Fiat 500 has only recently been launched in the United States. It's fair to say that Fiat boss Sergio Marchionne placed some high hopes on the little car leading Fiat's charge back into the US. Some 50,000 sales were forecast in the first year, though less than 20,000 little Fiats had actually been sold when the ball dropped for 2012. Of course, the US is well known as being the home of big cities (good potential for a city car) but it's also the home of big families and big landscapes viewed whilst driving big distances along big highways between those big cities, and none of those other 'bigs' are particularly good for the 500.

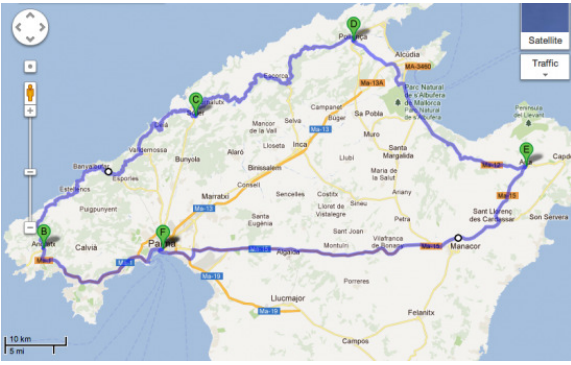
Europe is also home to some big cities, just like the US. But unlike the US, many of those European cities have very small streets and it's in

those busy little streets that the 500 really shows its stuff. So in considering the 500, you've got to consider the situation it was made for. It's a city car and that's how Fiat will have to market it in the US. They shouldn't just market it as cute, because cute will wear off if people are buying it for the wrong reason and word gets around that owners in the suburban fringe don't find it fit for purpose. Fortunately for the 500, and for Fiat, it's *very* good at the things it was made for.

Our drive involved a rented Fiat 500 Convertible – in red (of course) – and a full day on the open road in Mallorca. I realise that sounds like a stark contrast to all the city-car stuff I've just carried on with. But bear with me.

The 500 we drove had the four cylinder 1.4 16V engine that produces 100hp at 6000rpm. That doesn't sound like much, and isn't, but then the 500 weighs as much as a wet towel and is geared in such a way that the car is actually quite zippy if you go no higher than 3rd gear.

## Driven: FIAT 500C



Herein lies both the magic and the downfall of the Fiat 500.

Take a closer look at that map and you'll notice that much of our drive (starting from Palma and going clockwise) was along that very squiggly purple line – the north-west coast of Mallorca. This road is a majestic, postcard-worthy ribbon that's chock full of curves and switchbacks. We drove nearly 100 kilometers without going beyond third gear and with its short wheel-base and light weight, the 500 was more fun than a sack full of puppies. So much fun, in fact, that Mrs Swade had to request a "fresh air" stop along the way.

It wasn't all hairpins and eye-candy, however.

We had some straight stretches of Mallorcan highway to drive on our way

home and this is where the 500 is vulnerable. The car will get up to 100km/h – eventually. Overtaking is strictly for when you've got both a clear lane and clear sight lines reaching a loooooong way ahead. Whilst the lower gears are quite short, the higher gears are quite tall so as to sip as little fuel as possible. The consequence is very slow acceleration at speed, but it's one of the things you just have to accept with the 500 if and when you choose it.

Whilst the Fiat 500 can't prosper on looks alone – even the convertible – there's no doubt that it does indeed look quite funky.....

Like BMW's interpretation of a modern Mini, Fiat have got it spot-on with the 500. It

looks every bit as cheeky as it's 20th century namesake, even if it's quite a bit larger by comparison.

In fact, it's surprising just how spacious the 500 is. I'm a tad over 6 feet tall and over 100 kilos, and yet I had absolutely no problem driving the car all day. I'm not sure a back-seat passenger would have said the same (if we had one), but still.....

The interior is funky to look at, too, even if some of the materials feel like they'll wear poorly after a couple of years – the switchgear, in particular. Our car had all the gadgets we needed for our day trip except for satnav, and everything was easy to access and intuitive to use. You can't ask for more than that.

I suppose I should say something about the roof of our car. It was the 500C, after all. Truth be known, we didn't ask for a convertible and if we had the choice, we wouldn't have taken one. Neither



## Driven: FIAT 500C

Mrs Swade or I are huge convertible fans when it comes to daytime use. I love them in the evening, but a sunburnt scalp isn't my idea of driving fun. So we didn't actually lay the roof back until we pulled back into Palma for some still shots.



The 500 roof is the old-school type that slides back within some rails, leaving the side windows in place. It *is* a nice, airy feeling with the roof open and we did enjoy it a little as the day progressed and the sun got lower in the sky.

Driving with it closed for most of the day, I have to say that I didn't really notice any unwelcome wind noise at all, which was great. 250km with a whistling roof would have driven me batty!

There's a temptation to think of a car like the Fiat 500 as bit of an automotive handbag, especially in convertible guise. In many ways, it is. But I

defy any honest gent to whip around town in one of these and not finish the journey with a big smile on his face. It's zippy. It's great to see one on the road, great to drive one, and it's undeniably FUN.

The only caveat is on how you use it. This IS a car with compromises, but if you live in an environment where those compromises are part of normal everyday living,



there's nothing to stop you having a great, funky looking car that runs on an oily rag and can fit into a parking space the size of a postage stamp.

I certainly enjoyed my time with it, but would I buy one? Mallorca was full of Minis and I have to say the extra punch of the Mini would be pretty hard to resist if I wanted a car in this small size category. Let's just say I wouldn't be displeased if our living conditions required such a vehicle, and *Mrs Swade* bought one home.

Now, back to those Mallorcan memories.....







When people ask me how the OT 1600 project is going, my response lately has been ‘One step forward and two steps back.’

I’ll illustrate this by describing a few recent activities.

A mate was helping me adjust the position of the bonnet so that I could put the holes in for the bonnet clips, and I tapped on the left front corner with a rubber mallet. It made a kind of ‘dead’ sound, and when I looked I found that it was paper-thin from rust and I had bashed it in. This resulted in a few hours of cutting and welding and bogging that I thought were already behind me.

The engine was just about finished and lacked only the dowels that secure the flywheel before we could assemble the clutch and marry it all up to the gearbox permanently. The dowels needed a little skim on the lathe to be a good press fit, and when I whacked them in they looked determined to stay there.

Which was a drawback, because when I tried to put the flywheel on, they were a tiny bit misaligned. It took two days of effort with a dowel extractor to get one of them out ... after I had

### The backward two-step

#### Philip Blake



broken a tap off while trying to put a thread in it.

Once I got it out we managed to re-drill slightly oversize and got them perfect. Then I assembled the clutch back to front and we spent a long time puzzling over why it wouldn’t slide fully onto the gearbox shaft.

Then we noticed that the starter motor didn’t fit. It fitted the adaptor plate, but wouldn’t mesh with the flywheel. This was due to differences in Fiat bellhousing and flywheel sizes. So we had to cut the sandwich plate – in situ – and weld in a new starter mount with the correct clearances. This allowed us to mount the starter...

Which meant that the new engine mounts we had built (and painted in two-pack) fouled the back end of the starter.

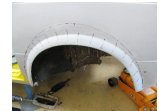
Eventually the motor was in (and a short version of the oil pressure sender was found, as the old one fouled the other side of the same engine mount).

We had, while all this was happening, been planning the front end. I had made up a mount for the Torana rack we were going to use, but when we offered it up we found that it was not going to be possible to connect it to the steering column due to various misalignments and incompatibilities. So we shifted to a Subaru rack. I built an adaptor for the Torana mounts and with a little bit of cutting and shutting we managed to use the Subaru steering column and wheel centre as well. I called in the specialist precision services of Gary Hughes to remove the boss from the centre of the Subaru wheel.

This was when we found that the rack ends were worn. Rack ends are not easy to find for late 70s Subaru’s, but I was lucky enough after a lot of searching to get in touch with Driveline Services in Queensland. I sent a pic and measurements of mine, they did the same, and I had the two new pieces; which only left the Rose joints we intended to use for tie rod ends.



## Garage Projects: Philip Blake

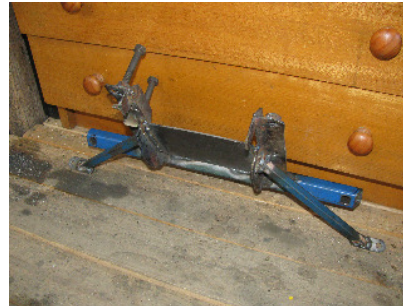


McGill Motorsport in Scotland had 14 x 1.5 Rose joints. They were here in six days, but they were wrong – pitch 2 instead of 1.5. McGill immediately sent two more, which were correct in diameter and pitch – but left hand thread. My fault this time: I had not read the Ebay ad properly. It will be three weeks before they have RH thread ones, so I am trying (again) to get them locally. I cannot speak highly enough of McGill Motorsport. They are honest, quick, reasonably priced, reliable and easy to deal with.



The final piece of the front end puzzle was squeezing a shock absorber mounting onto the top wishbone behind the top Rose joint. I had a single new Gabriel shock, from a mini, which we

were able to make fit, so we went ahead and made the mounts while I tried to source another one. Repco Hobart could get one in, they assured me. It would be about \$100 including freight. After a week I had heard nothing, and rang to find that they had forgotten all about it. Tradeparts online had them, and a single phone call had one on the way for \$65. I do try to deal with local businesses, but so far I have found that the people with the most sense of urgency are in Scotland!



The front flares were a bit of a win/lose. My local sheet metal man made them up to my cardboard template, turning the edges over and putting a gentle curve on them for me. The trou-

ble started when I tried to fit them. I got them nicely trimmed to fit the body, then tacked them, then ran the grinder round the inside to give me two edges to work to. But the result of this was that the car bodywork – thin to start with – was very thin at the join, and the welds were difficult. I have told Tony he can do that, and that I will never weld again. Which, as you will see, is not quite true.

When I turned my attention to the back of the car, I decided it was time to fully weld the



bottom coilover mounts – only to find when I put the wheels back on that they rubbed unless the camber was fully neutral.

So I cut them off and tried to work out new positions – this being complicated by the presence of the rear brake and hand-brake, which narrowed the list of acceptable positions. When I made up new ones and welded them on, they turned out to restrict the shock movement. So I cut them off – for the second time – and started again.

While I'm doing all this I'm supposed to be entering for Targa – which I haven't done yet – and chasing sponsors. (I so far have one, for \$100.)

See what I mean about two steps forward and one step back?



# *Mugga's Rafting capers*

By David Mitchell

Some weeks back from now, CMI held what seems to be our Annual Rafting trip, with Mugga (Graham), under the guise of his company Rafting Tasmania. Now given this has become a part of CMI lore, and therefore likely to be subject to enhancement of fact; I have to say, these trips are a real fun time, albeit subject to water warfare or as Mugga calls it boat piracy.

We all met, that being Tristan, Em, myself, Mugga and his trusty sidekick (forgotten his name), as well as Monty, Gary and Katherine, Warwick and his wife, and a couple of friends of Tristan and Ems at the usual haunt, Banjos in New Norfolk.

So while numbers were a little down on previous trips it bode well, especially given Tristan's devious past in such activities. I was watching you mate and ready for any action being initiated !!

After a quick drop off point for one car (BMW V8 5 series) at the finish location in the car-park, we took off to the start further up towards Frog Lodge, the usual starting



point for these watery adventures.

After rafts were blown up using pumps of various means, blackberry consumption, and PPE was sorted (wetsuits, life jackets, helmet and a paddle), a safety briefing was held. This actually being the only real serious moment on the day, but for obvious reasons.

The weather while compliant, (ie. not raining) was not what you would call a perfect day, but it was pleasant. Now Mugga in his wisdom had decided to let us loose not just in his normal 8 person rafts (I think that is the correct number), but as well had brought along one of his 2 person sport rafts. So guess who was the first taker for this one, Gary and Katherine of course,

given Gary's penchant for speed.

The start of our journey down the river was really sublime, with a mirror like surface on the river, but this soon changed as we encountered the first rapid. Well ok, it really wasn't all that huge...well not at all...but it was fun anyway. More rapids thereafter interspersed our meanderings along the watery path.

So of course during those relatively still periods, you know what happened. Tristan launched boat piracy given how complacent we had become. Leaping from one raft into another, and in doing so, taking me out. I landed in the water, which thankfully and surprisingly wasn't cold. Needless to say, I was out of the water as fast

as possible, and jumped ship. Water fights of course were a par the course of this trip, when ever someone wasn't watching.

It is hard to get Mugga out of his position at the blunt end (stern) of his raft. He seemed to be so well lodged and despite Tristan's best efforts all day, he remained relatively dry. Tristan couldn't claim this for himself though.

Lunch all too soon was upon us at the Broken Railway bridge, and as usual Mugga was on form with the most wonderful spread of roasted chicken, smoked salmon, other smoked fish, salads, an excellent array of cheeses, and fruit as well as different breads, and his excellent home made Elder Flower cordial etc. Top efforts as ever Graham for your culinary excellence, and I heard not a complaint re this, in fact rather the opposite.

To entertain ourselves after lunch a number of us took the chance for a leap of faith into the river, to travel on our backs down the rapid at the lunch stop. If you haven't tried this activity out I can certainly recommend it. Oh I forgot to mention that Tristan and myself just prior to lunch

had taken possession of the sport raft, which meant we had to find a level of co-operation and co-ordination, especially in trying to glide the raft across the rapid. Something strangely enough we had a slight level of difficulty in achieving. Can't figure out for a second why??

After lunch the river continued with its watery delights and visual countryside splendour as we paddled on to our eventual finish point. Thereafter, it was the reverse of the start, with rafts being deflated, gear stowed away and the usual tall stories relayed about the exploits on the river.

Mugga in his black Mercedes Staff car and trailer being the

carrier for all the equipment away back to Muggaland in readiness for our next river adventure.

At the conclusion of this trip there was already discussion occurring about holding a second rafting trip this year, so look out for this on the calendar and if you are free come along, I can certainly guarantee you won't be disappointed on a non motor sport day out.

Many thanks to Graham (aka Mugga) and his crew-Rafting Tasmania for putting on such an excellent CMI social trip.

David Mitchell.





Support Team Red Shield in Targa Tasmania –  
for as little as \$100

If you are a regular reader of Veloce Nota you will be aware that Philip Blake and Tony Gray have been building a unique car for the last three years – a Fiat-Abarth OT 1600 replica.

The car, while still not finished, is on the home straight.

Filantoni Racing/Team Red Shield will be entering Targa Tasmania this year in an Italian car – if not the OT, then the Lancia Beta coupe that won its class last year.

If you've been in Targa Tasmania in the last eight years you will have heard 'The Blake Report', Philip's annual summing-up of his view of the rally, which is delivered to 1000 competitors and friends at the Targa Dinner. The result of this annual exposure is that Philip is known by just about everyone in the event, and the team's activities are the subject of constant interest.

You can share in this exposure for as little as \$100, which will get you a Salvation Army red shield (about the size of your hand) with your name underneath. Dedicated stickers A4 area and up start at \$250.

Contact Blakey now on 62652598, 0409 803 316, or [pblake@ozemail.com.au](mailto:pblake@ozemail.com.au) to get your name or your company name on a much-viewed car.



## CMI Motorsport and Social Events Calendar 2012:



### **Collinsvale Hill Climb - Sunday 4th March 2012.**

**Collinsvale**

Round 1 of CMI's 'King of the Hill' competition. Details and entry forms available for download at [www.cmitas.org](http://www.cmitas.org)



### **Longford Revival Festival = Automotive Pilgrimage to the Past - 24th & 25th March 2012**

**Longford, National Automobile Museum of Tasmania, and 50's Dinner Deloraine**

Come for a day or the weekend! Take a journey in motoring history. Check out the Longford Revival Festival and on Sunday visit the 'Bella Alfa Romeo' exhibit with fellow enthusiasts & enjoy a classic Diner style burger and chips the way they used to be, in an eclectic 50's inspired automotive atmosphere. Email for details; Ryan: [cmi.editorial@gmail.com](mailto:cmi.editorial@gmail.com)



### **Lake St Clair Social Run**

**Lake St Clair**


A cultural adventure to Lake St Clair and see all that this area has to offer. Meet at the Retro Café at Salamanca for a 10am Departure.

### **Baskerville Regularity - Sunday 20th May 2012**

**Baskerville Raceway, 437 Baskerville Rd, Old Beach**

Regularity circuit event. Consistency is the key; only the most consistent competitor can win! Details to come closer to the event.

### **Baskerville Hill Climb (THS) - Sunday 15th July 2012**

 **Baskerville Raceway, 437 Baskerville Rd, Old Beach**

Round 2 of the Tasmanian Hill Climb Series and Round 2 of CMI's King of the Hill. Promises to be a good day of competition - Details closer to the event.

### **CMI Domain Hill Climb 10th Anniversary - Sunday 30th September 2012**

 **The Domain, Hobart**

CMI's headline event for the 2012 motorsports calendar. Speed through the trees to the top on a closed public road. Final Round (3) of CMI's 'King of the Hill' Competition. Details closer to the event.

## CMI Family BBQ

The 2012 calendar year got off to a good start on Sunday January 15 with very relaxed BBQ at Dru Point Park Margate. The event was well attended and pleasingly it wasn't just the usual suspects (it's always rewarding for the committee to see new and/or less active members enjoying an event).

The weather on the day couldn't have been better and it was enjoyed to its fullest. This was a moment of life as it should be - comfort food, a few drinks and good friends catching up on the year that was and sharing their plans for the new year.

In the end it took the arrival of the next booking in the BBQ shelter to break things up. If not for that, the lazy mid-afternoon finish could easily have become an early evening finish.

I hope to see you at the next social event!

Rob



## VALE - HOWARD KERSHAW

The recent and sudden bereavement of motorsport identity, Howard Kershaw, is a tragic loss to those close to him and the wider community.

Howard's business Autocraft was founded in 1985 out of Howard's one-car garage in Golbourn St, West Hobart and Both Howard and his brother Graham have been actively involved in motorsport through the 500 club. As a result of their interest, the business grew from hobby into a commercial reality and today Autocraft is a highly successful business that remains actively associated with the development and support of motorsport in Tasmania. Howard was never afraid to lend a hand and has helped many of us through his passion and abilities.

The CMI Committee would like to extend condolences to his family and friends during this difficult time, he will be truly missed.

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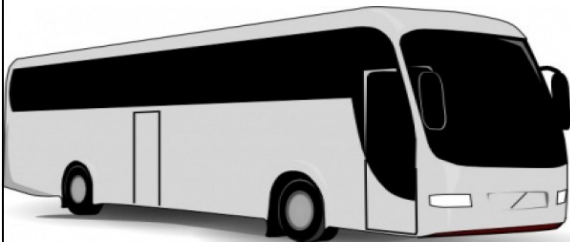
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