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## Advertising rates

1/4 page	\$7.50 per issue
1/3 page	\$10.00 per issue
1/2 page	\$15.00 per issue
Full page	\$25.00 per issue

## Full yearly Membership fees:

1 July 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.

# MEET THE ITALIAN WEIGHT



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## Ryan's Refelctions: The Passing of an Automotive Legend

One of the automotive industry's most influential designers, and part of Ferrari's legacy, Sergio Pininfarina has passed away in his home town, Turin, at the age of 85. Sergio Pininfarina was a man revered for his car design talents. Best known for his work on some of the most famous Ferrari sportscars of all time, including the 2002 Ferrari Enzo, 1984 Ferrari Testarossa and 1987 Ferrari F40 Sergio was one of the driving forces behind Italian sportscar design for the past half-century.

Born on September 8, 1926 in Turin, Italy, Sergio Pininfarina studied mechanical engineering after finishing school and was promoted to director of his father Batista Farina's coachbuilding business - Carrozzeria Pinin Farina - in 1961. In that same year, Batista Farina had signed up a new client in Ferrari, for whom the company would design cars, and it was Sergio who was tasked with managing that account.

Sergio Pininfarina's intimate relationship with Ferrari over almost five decades has shaped more than just the Italian exotic car-maker's design, as he was a close friend of Enzo Ferrari and even convinced the Ferrari boss to experiment with a mid-engined sportscar in the mid '60s, the result of which was the '67 Dino Berlinette Speciale.

Since then Ferrari has always offered mid-engined supercars in its range, and they were almost always the fastest and most expensive models on offer. The current chairman of Ferrari, Luca di Montezemolo, was also a good mate of Sergio Pininfarina, and said that his company's success was due in no small part to Pininfarina. Montezemolo described Pininfarina as; "An exceptional person who connected his name indissolubly with our history and our success." Montezemolo went on to explain that "calling his relationship with Ferrari as legendary is insufficient... first with Enzo and then with me, he designed some of the most iconic models, such as the Testarossa, or the Enzo, just to name two."

Despite the obvious connection to Ferrari, the house of Pininfarina and indeed Sergio himself didn't just work on Ferrari designs; they were both heavily involved with Peugeot since the mid-1950s, responsible for vehicles such as the Peugeot 406 Coupe. Pininfarina's other designs included the Austin A40, Fiat 124 Sport Spider, Bentley Azure, Morris 1100, Volvo C70, Alfa Romeo



meo Giulietta Spider and the Maserati Quattroporte - also being crafted by the house of Pininfarina.

In 2006 Sergio Pininfarina stepped down as chairman of the company, before being replaced by his son Andrea. Tragically, Andrea died in a scooter accident in Turin in 2008 but the Pininfarina legacy lives on through the iconic cars that the company and Sergio spent a lifetime developing and crafting.

## A Word from Presidente Tristan Roberts



Bon giorno

It's hard to believe it's now a month after the 10th Domain Hillclimb. It's also hard to believe just how incredibly bad the weather turned on what was shaping up to be a fantastic event, with one of the largest fields in a number of years and the highest Italian car entries of any of our hillclimbs, ever.

Hopefully, after such miserable weather related luck in 2012, 2013 will shape up for some sunny events. Seeing as our first competition event in March will be the 10th Collinsvale Hillclimb, there's plenty of reason to start hoping for good weather, and finishing off the outstanding jobs on that Italian car lurking in the corner of your garage - or heading on a shopping expedition on a Saturday for a suitable club car.

Whilst the year is nearly over and this is likely the last magazine, we've still got a couple of events left to enjoy - namely, the annual display and the annual awards dinner. This year they are on November 10th - if you haven't booked, then contact Graham Mitchell to register for the display, or David Mitchell to register for the dinner.

The first event in 2013 will be another family outing, so watch the website for further details as the date approaches.

Ciao







## CMI Economy Run to Derwent Bridge 29 July

By Graham Mitchell

A small field of 6 Italian cars and 2 German, complete with crews met at Retro on a bitterly cold Sunday Morning. One by one I explained the route notes with each of the navigators several whom had never done anything like this before. Charged with coffees, fueled with enthusiasm they departed for the BP on Brooker to brim their tanks, reset their trip meters and travel the 177kms to Derwent Bridge. Along the way they had to count railway tracks,

High Tension power line and Nive River bridge crossings. I had also included 21 questions

ranging from being observant ( with a hint of lateral thinking ), general knowledge to Italian vehicle specific.

David had problems with the fuel filler cap lock on the Audi, **Vorsprung durch Technik** they claim, but wiggling the key in and out eventually achieved the unlocking required.

Soon we were passing the Swiss railway, being careful in the long grass and not driving up a road that could degrade our cars. Once onto the **A10** we observed the Irish Mountains, on the **B62** we had to be careful of the French chef and on the **C608** a source of inexpensive clothing and back on the **A10** the home of the gods was to our right.

Finally we arrive at the Derwent Bridge roadhouse, refill the tank , record the details and drive to the Pub for lunch.

The forms are passed to other teams to mark, the question of whether 4 sets of High Tension power lines are 1 or 4 becomes to problematic to resolve, so I delete it. As the person responsible for setting the challenge, it is interesting to observe the differing answers to a particular question, but the best answer of the day goes to the driver whom answered the question of what was wanted, *A better navigator!*

After partaking of a lunch that could have been better, we headed back into the falling snow. Several crews visited the **Wall**, the quality of sculptural carving can only be appreciated by visiting this amazing venue.

The variance in trip meters was quite small except for Tristan, equally apart from my 128SL the fuel used was quite close.

Name:	Vehicle:	Litres:	Distance:	Points
Graham Mitchell	Fiat 128 SL	10.67	177km	
Tris, Em and Jasper	Alfetta V6	14.73	200	28
David Mitchell	Alfa 156	15.43	178.9	20
Landsell family	BMW 318i	15.5	180	18
Jeremy Mills and Natalie	Alfa GTV6	17.07	184	15
Steve Wade X 2	Alfa Stradale	17.09		14
David Mills and Virginia	Audi Quattro UR	17.09	176.9	13
Norm and Nicole	Lancia Delta	17.94	181	18



### **Club Motori Italia Annual Display and Dinner - 10th November 2012**

Club Motori Italia (CMI) held its 17th Annual Display on 10th November on the lawns of Parliament house. There was a great turn out with our Italian display ranging from modern Supercars, classic Ferrari and Maserati right through to some beautifully presented Bambinos. David Mitchell recounts the event:

A broad range of member's cars were on display on the lawns including modern and older Alfas, including 3, 105 series Berlinas (both 1750 and 2L), a Carabinieri liveried S1 Alfetta sedan (complete with a 2.5L V6 lurking under the bonnet, owned by Club President Tristan Roberts), 156 and 159 Sportwagons and a GT, various Fiats including a 600, 128 coupe, X1/9s and a rare 2300 S coupe belonging to Douglas Blain (of Car Magazine and Spittlefields Trust fame). In addition, a number of Lancia's were on display including a Delta Integrale and Beta coupe. However, the star attractions of the day included a brace of Ferraris; a 246 GT Dino, 365, 308, Tesstarossa and 360 spider, as well as two Lamborghini Urrucos (2.5 and 3.0L, the later also belonging to Douglas Blain), and a beautiful red Maserati Ghibli S coupe.

The Shannons Insurance Award for the best presented car/display was received by club members Chris and Geraldine Edwards who not only brought their Dino, 365GT and the Ghibli but as well, set up a picnic amongst this magnificent setting.

(see next pages for pictures from the event)

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Our Annual CMI dinner followed the display on Parliament Lawns at Amici Restaurant, in North Hobart. A fantastic three course meal lead into the clubs annual awards night, and completed the final event for CMI in 2012. Several people received the annual awards as nominated with good reason by the CMI Committee. The recipients are as follows:

King of the Hill: Warwick Hughes

King of the Barbarians: Stephen Pratten

Best Restoration: Jan Dallas

Doug Goodwin Best Mechanical: Philip Blake

Clubman of Year: Bob Simcock

GIT (Graham in Training): Jake Hill

Duck: Jake Hill

Special Award for Long Service to CMI: Graham (Mugga) Mitchell



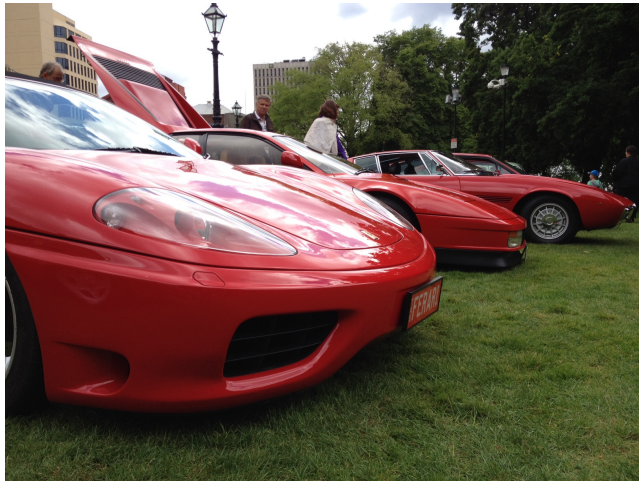
## Parliament Lawns Display





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## Parliament Lawns Display





## Parliament Lawns Display







## Tenth anniversary Domain Hill Climb

The 23<sup>rd</sup> of September was the tenth running of Club Motori Italia's Annual Domain Hill Climb. As it has been in the past, this fantastic and unique event was a sell-out success; as you would expect from the only Australian Hill Climb run on a public road in a capital city. Fortunately for us a precedent exist that allows us to run a hill climb at the Domain – a precedent that dates back to the 1950's.

It is fantastic to see this event continue to thrive and remain as a historical link to Tasmania's motorsports past in the same vein as the Longford Revival Festival which recounts the famous 'Flying Mile'. A lot of effort went into the organisation of the day and it ran smoothly with relatively few incidents given the inclement weather. The results have been published on the following page along with some photos taken at the event.



A full field of 45 competitors ran on the day, with 15 of those driving Italian cars, which was fantastic to see (and hear!). After a beautiful spring morning, a deluge ensued in the afternoon, cutting the day somewhat short. Congratulations to all class and other winners, and thanks to everybody else for fantastic conduct and good spirit in sometimes trying circumstances. Once again, the Ken and Barbie lunch gave us all plenty of energy for the afternoon, and the Daily Grind Co coffee van proved incredibly popular with their fantastic brews.

## Domain Hillclimb 2012

### Domain Hillclimb - September 23rd 2012 - Official Results (Page 1 of 3)

<i>Driver</i>	<i>Car</i>	<i>Best Run</i>	<i>Outright</i>	<i>Class Place</i>
Scott Strong	Mitsu EVO 8.5 silver	41.81	1	F1
Jamie Lonergan	Nissan Skyline black	42.78	2	F2
Damien Moore	Ford Escort white	43.53	3	D1
John Davidson	Subaru WRX white	43.54	4	F3
Rob Van Der Neit	Mitsu EVO 2 white	44.62	5	F4
Allan Van Dullerman	Mitsu Starion red	46.03	6	D2
Deane Hayes	Datsun 1600 white	46.59	7	D3
Paul Rice	Nissan Skyline R33 white	46.64	8	D4
Igor Van Gerwin	Toyota Celica chocolate	47.70	9	F5
Alex Rice	Nissan Skyline R33 white	47.80	10	D5
Troy Johnson	Subaru WRX red/wh/blk	48.13	11	F6
Gary Griffiths	Subaru WRX red	48.36	12	F7
Steve Pratten	Honda 800S white	48.50	13	B1
Jason Winter	Datsun 260Z blue	48.72	14	C1
Warwick Hughes	Alfa Romeo Alfasud rosso	49.14	15	B2
Pat Cullinane	Toyota MR2 black	49.38	16	D6
Dennis Burgess	Mini special red	49.67	17	A1
Stuart Craft	Alfa Romeo GTV8 rosso	50.05	18	C2
Darryl Bennett	Suzuki Swift yell/green	50.29	19	A2
Jake Hill	Alfa Romeo GTV 4 crema	50.42	20	B3
Norm Henry	Lancia Delta bianco	50.62	21	F8
Becher Townsend	BMW 635CSi white	50.67	22	D7
Alex Ransley	Alfa Romeo GTV8 argento	50.87	23	C3
John Vagg	Nissan 300Z red	50.88	24	D8
Alistair Barber	Subaru WRX green	51.26	25	F9
James Gordon	Nissan Skyline silver	51.78	26	D9
Martin Kehl	Datsun 260Z blue/yellow	52.06	27	C4
Graham Mitchell	Fiat 128 positano	52.47	28	A3
Ryan Russell	Alfa Romeo Giulietta rosso	52.50	29	B4
Dave Dungey	MG B yellow	52.64	30	B5
Owen Biggs	Ford Falcon red	52.99	31	E1
Damian Reid	Ford Escort blue	53.31	32	B6
Max Griffiths	Nissan Skyline white	53.62	33	D10
Nicole Bryan	Alfa Romeo Sprint nero	53.89	34	A4
Monty Reading	Alfa Romeo Alfetta azzurro	53.93	35	C5
Tristan Roberts	Alfa Romeo Alfetta azzurro	54.57	36	C6
Scott Ellis	Alfa Romeo GTV 4 rosso	54.70	37	B7
Alexander McInnes	SAAB 900S black	54.76	38	C7
Keith Ellis	Alfa Romeo 105GTV rosso	55.99	39	B8
Nic Fabrizio	Peugeot 306 Gti red	56.30	40	B9
Geoff Storr	Alfa Romeo GTV 4 d'oro	57.96	41	B10
Douglas Blain	Lamborghini Urraco argento	58.49	42	C8
Garth Newton	Fiat 124 azzurro	60.80	43	B11

Domain Hillclimb - September 23rd 2012 - Official Results (Page 2 of 3)

<i>Driver</i>	<i>Run #1</i>	<i>Run #2</i>	<i>Run #3</i>	<i>Run #4</i>	<i>Run #5</i>
Scott Strong	42.32	<b>41.81</b>	46.96		
Jamie Lonergan	43.60	42.78	43.83		
Damien Moore	<b>43.53</b>	<b>44.69</b>	<b>46.61</b>	53.89	
John Davidson	43.54	43.90	44.21	50.07	
Rob Van Der Neit	<b>44.62</b>	<b>45.11</b>	<b>49.92</b>	<b>53.35</b>	
Allan Van Dulleman	47.23	46.03			
Deane Hayes	<b>46.59</b>	<b>46.77</b>	<b>49.80</b>		
Paul Rice	46.64	57.15			
Igor Van Gerwin	<b>47.70</b>	DNF			
Alex Rice	47.80	48.46	55.90		
Troy Johnson	<b>52.40</b>	<b>48.13</b>	<b>48.44</b>	55.02	
Gary Griffiths	48.36	53.06	49.59	61.21	
Steve Pratten	<b>48.50</b>	<b>49.10</b>			
Jason Winter	48.78	<b>48.72</b>	50.20		
Warwick Hughes	50.92	<b>49.14</b>	<b>56.76</b>	<b>63.65</b>	
Pat Cullinane	49.38	50.41	53.59	64.14	
Dennis Burgess	51.27	<b>49.67</b>	<b>50.18</b>	<b>63.70</b>	
Stuart Craft	50.60	50.05	51.90	59.49	57.26
Darryl Bennett	<b>50.29</b>	<b>50.83</b>	<b>53.69</b>	<b>60.88</b>	
Jake Hill	51.60	50.42	54.48	58.73	59.74
Norm Henry	<b>50.62</b>	<b>51.28</b>			
Becher Townsend	DNF	50.67	53.41	59.75	
Alex Ransley	<b>50.87</b>	DNF			
John Vagg	52.04	50.88	54.48	64.13	64.64
Alistair Barber	<b>54.28</b>	<b>51.26</b>	<b>53.32</b>		
James Gordon	52.45	51.78	52.11	60.59	60.01
Martin Kehl	54.07	<b>52.06</b>			
Graham Mitchell	52.95	52.47			
Ryan Russell	53.10	<b>52.50</b>	<b>53.80</b>	<b>62.15</b>	DNF
Dave Dungey	52.64	53.68			
Owen Biggs	<b>54.80</b>	<b>52.99</b>	<b>55.04</b>		
Damian Reid	54.48	53.31	56.98	66.78	69.01
Max Griffiths	<b>61.13</b>	<b>53.62</b>	<b>60.91</b>		
Nicole Bryan	53.96	53.89	57.05	66.43	66.24
Monty Reading	<b>53.93</b>	<b>53.94</b>			
Tristan Roberts	54.57	61.96			
Scott Ellis	55.65	<b>54.70</b>	<b>55.30</b>	<b>63.98</b>	
Alexander McInnes	54.76	55.13	57.54	65.46	
Keith Ellis	<b>56.20</b>	<b>55.99</b>	<b>62.62</b>	<b>67.68</b>	<b>69.13</b>
Nic Fabrizio	56.30	56.44	62.11	60.79	
Geoff Storr	<b>57.96</b>	<b>58.77</b>	<b>61.99</b>	<b>69.80</b>	
Douglas Blain	58.49	61.89	63.91		
Garth Newton	<b>60.80</b>	<b>69.89</b>			



## Domain Hill Climb 2012



<i>Class Winners</i>	
Class A: 0 – 1600 cc	Dennis Burgess
Class B: 1601 – 2000cc	Steve Pratten
Class C: 2001 – 3000cc & forced induction Class A	Jason Winter
Class D: 3001 – 4500cc, rotaries, FI B&C	Damien Moore
Class E: 4501cc and over, & forced induction Class D	Owen Biggs
Class F: 4WD, buggies & special purpose vehicles	Scott Strong
Class I: Italian 0 – 1800cc	Warwick Hughes
Class J: Italian 1801cc & over	Stuart Craft
<i>Awards</i>	
Driver of the Day	John Davidson
Most Improved	Ryan Russell
Fastest Outright	Scott Strong

## **CMI Motorsport and Social Events Calendar 2013:**

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### **Old Beach Charity Car Show and Swap Meet**

(Under the auspices of the VCCA (Tas) Inc).

Old Beach Cricket Oval, Jetty Rd., Old Beach. (Organised by Ron Leek).

Sunday, February, 10th 2013. 10am - 3pm.

Entry: \$5 per head (Children under 16 free).

Swap: \$5 per person, cars for sale: \$5.

Free entry for display vehicle drivers and spouses/partners.

Food and drinks available and musical entertainment

Contact Ron. 03.62435676 or Scott 0400 059 886.

All gate-takings donated to:  
Guide Dogs Association.  
Community Radio: Hobart 96.1.



2013 promises to be a big year of events. The King of the Hill Championship will make a return to the calendar featuring three Hill Climb Events:

- ⇒ Collinsvale
- ⇒ Baskerville
- ⇒ Domain

All of which will earn competitors of all three points towards King of the Hill (for Italian cars) and King of the Barbarians (for non-Italian entrants).

While these events will keep our motorsports calendar full, expect to see a great variety of social events organised for you to enjoy. Dates will soon be made available in Veloce Nota and at [www.cmitas.org](http://www.cmitas.org). Watch this space!

## Fiat Prepares for a strong 2013



Pricing for Fiat's born-again Punto small car to drop below \$18,000, while Freemont and 500 will also be sharply priced. Fiat is expected to reintroduce the Punto small car to its Australian line-up in the first half of 2013 priced below \$18,000.

This will not be the only price shock Fiat will deliver under its new and aggressive Australian distribution arrangements, with an entry-level version of the 500 mini-car also expected to push significantly below the \$20,000 barrier.

And the only officially confirmed addition to Fiat's Australian range, the Freemont people-mover, is expected to start from around \$27,000 when it goes on-sale in April.

This sharp pricing is indicative of the ambitious plan factory-owned distributor Fiat Chrysler Group Australia has for Fiat and Alfa Romeo, after taking them over last May from independent distributor Ateco Automotive.

It is understood FCGA believes it can grow Fiat sales toward 10,000 in the near term, that expansion aided by growing metro dealer numbers from 16 to 52 from February 1, 2013.

It is believed the Punto small car could be priced between \$17,000 and \$18,000 - well below the range Ateco set the car during its few years on sale here. An Abarth hot-hatch is also said to be likely.

Meanwhile, it is also expected that a 1.2-litre base-specification 500 mini will be brought onto the Australian market in early 2013 priced close to \$18,000, undercutting the current TwinAir model by about \$4000. However, the 500X 4x4 is not confirmed and the larger 500L appears to be off the radar for Australia.

The Panda mini is also yet to be confirmed for Australia, although the 4x4 revealed at the Paris motor show last week appears off the schedule.

Originally, it had been expected the Freemont would replace the Journey in Australia and the Dodge brand would be killed off here. But the plan now is for Dodge to carry on until at least at 2015, when the current-generation Journey is due to expire.

It is understood the Freemont and Journey will be differentiated on specification and price, with



Fiat expected to kick off around \$27,000 for a four-cylinder petrol-engined five-seater. A diesel engine and seven-seat option are also expected to be available.

The Journey currently retails for between \$37,500 and \$43,500 and is offered only with a 3.6-litre V6 Pentastar petrol engine and seven seats standard.

“The Fiat Freemont is a different car, it will come with completely different drivelines, completely different interior configuration. It’s got a slightly different electronic architecture and it will have dramatically different price points,” said FCGA managing director Mr Clyde Campbell. “It will be cheaper than Journey.”

Mr Campbell said the decision to retain Journey and Dodge was driven by consistently solid sales. “We sold 180 of them last month and we have never advertised the car, we have never incentivised the car. We brought it in at a very high spec level and we don’t know how well it can go. Right now at 180 sales per month it is not a bad piece of business.

“So we will keep it right through to the end of its current production life-cycle which goes through to the end of 2015 and it will carry the Dodge name.”

Mr Campbell said that the end of the Journey would not necessarily mean the end of the Dodge nameplate in Australia either: “We keep pestering them for everything they are producing.” However, Mr Campbell was unprepared to confirm Punto or specifically discuss 500 pricing, although he did admit the Volkswagen Polo was a target. He also said the Alfa Romeo Giulietta would be lined up on price against the Volkswagen Golf and Mazda3.

“If we get Giulietta competitive I think it is a genuine alternative to those two products,” he said. Mr Campbell explained FCGA had a different business model to Ateco that allowed lower entry-level pricing and meant chasing bigger sales volumes.

“To grow the business and reposition the product it’s not simply a process of slashing the prices,” he explained. “There are some variants that Ateco didn’t see the need to bring out, or didn’t have the same view on pricing and positioning that we have because they didn’t have the tenure that we have got.

“We are here for the long haul and we will introduce a price-led vehicle and we will introduce a couple of variants they didn’t have. Clearly they have to be volume drivers.”





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## Vales and Notices

Vale: Mike Thomas.

It is with much sadness to learn the sad news regarding Mike Thomas from Dilston having passed away on 13 October 2012. Mike for those who knew him or didn't, was a craftsman beyond reproach. His business M&R Thomas, Coachtrimmers was well respected for the high quality and superb workmanship in restoring classic car interiors here in Tasmania. Although probably better known amongst the MG, Jaguar, Rolls Royce and Aston fraternity, Mike and his wife Ronnie were most adept at restoring interiors for all classic cars., including Italian cars.

I was introduced to Mike and Ronnie some 10 years plus ago, when really trying to find someone to trust to undertake the restoration of my '69 AC Fiat 124 sport interior. Mike was recommended to me by another trimmer, as being the guy who could do what I was after. That being perfection. I warmed to both Mike and Ronnie from the moment I first met them, and had no hesitation in commissioning him to do the work. It was all done in Connolly leather, and you cannot fault it.

Mike was trained in the UK, having grown up there, before emigrating to Tasmania some 20 years ago. In looking through the portfolio of work they had done, I knew I had come to the right place. Many a trip later for work, the opportunity to drop in and see them was always welcomed. The friendship that grew from the first visit, holding true over the years. Mike and Ronnie later on restored the interior for my '69 Alfa Romeo Giulia Super. They also restored a mate of mine's MGB's interior as well as having worked on Dave Mills Alfa 4R Zagato.

Many a story, laugh was had over coffee, talking about travels, their kids, cars and motorbikes, sometimes all in the one conversation.

I for one will miss this, I will miss Mike and I have no idea who now I can turn to when next I need a car's interior restored. On behalf of myself and/or those in the club who knew Mike, may our condolences to Ronnie and their family be passed on. RIP mate. Dave Mitchell

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### SOUTH EASTERN BUSHFIRES

The motor sport community was also affected by the devastating fires that, as I write, are still threatening homes and properties in several locations around the State.

Known to have been affected at this stage are:

Peter Deck, multi State Motorkhana Champion and Senior Steward, who has lost his home at Dunally

Jennifer Beard Symmons Plains V8 Race Secretary and her partner Tony Jones who lost their holiday home at Dunally

Peter Thorne who lost cars stored at Dunally

To all affected by the bush fire catastrophe we extend our sincere condolences.

*Herby*

Dennis Burgess

Hi all

It is with great sadness that I report that Christopher Ellis, known to most as 'Kit' or simply 'Ellis', passed away suddenly on Friday 4<sup>th</sup> January.

Kit was a long time motorsport competitor mostly driving Mini Cooper S models in a variety of motor sport events.

Along the way Kit won multiple State Motorkhana Championships, was a leading Appendix J / Group N competitor for over 30 years and tried his hand in most over forms of competition during a busy motor sport career.

Kit was awarded a CAMS Service Award for his services as a Senior Steward and outstanding contribution to the Sport.

The MG Car Club of Tasmania awarded Kit life membership in 1985, recognising his services to the club over a 30 year period including several years as club secretary. Kit won several MGCCT club championship titles.

Always available to provide advice on anything relating to Mini's, Chris helped and mentored many new competitors to the sport.

To his partner Jodi, extended family and friends we offer our sincere condolences.

Funeral details will be available tomorrow.

*Herby*

Dennis Burgess

Sports & Club Development Officer (Tas)

Confederation of Australian Motor Sports Ltd

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While Chris was not into Italian cars as such, he was well respected in the motor racing community and would have been well known to some of our club members.

In addition, back in the early '80s at one stage he actually owned 3 Alfa Romeo GT Sprint/GTV's, which my brother and myself found stashed in a barn out the back of Bridgewater.

All 3 Alfas were later on acquired by Howard Calvert, a one time CMI member and mate of Kim Briggs. From memory Kim actually ended up getting one of the GT Sprint veloce bodyshells (albeit it being squashed due to a tree falling onto it).

David Mitchell



“ SHE WAS SO SWEET,  
SO PERFECT. STILL IS. ”



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**Reminder**

CMI memberships expire on June 30 of each year. If you haven't renewed for 2012-2013 you need to do so as soon as possible. If you have lost your renewal form or have any questions, please contact:

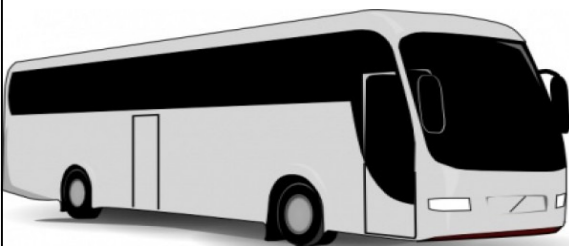
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