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Or Facebook page [www.facebook.com/clubmotoriitalia](http://www.facebook.com/clubmotoriitalia)

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1 January to 31 December  
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(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](mailto:cmi.editorial@gmail.com)

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We're having a special Lufra edition this month, since the author of the Lufra history assures me that readers will be irritated if I break the story up.

The rest of the mag is a mish-mash of bits and pieces, but we're having it in colour anyway because we can.

The Domain Hillclimb is fully subscribed at time of writing—as it should be for its 20th edition, and I look forward to publishing a report on that and the after-party in the new year.

The OT 1600 was marginally quicker at Baskerville for the Historics, but still not as fast as it was before I spent all this time and money on gearboxes and carburettors. I never intended to change two things at once, but it happened. I did think of nominating the car for a Doug Goodwin award for mechanical improvement, but can you really call it an improvement if you change the distributor and the camshafts and the clutch and the gearbox and the starter motor and the flywheel and the car is slower around the track? I

don't think so. Mind you, it's quicker to 100 km/h now than the 1964 OT 1600—6.99 sec vs 7.2 sec—and it's more pleasant to drive on the road, and the gearchange is much faster. But still ...

Changes are coming, though. Watch this space.

As usual any resemblance to any persons living or dead is purely intentional, any libels and slanders will be hotly denied, and for all other inquiries, the cheque's in the mail.

## Presidential Patter

As a member of a car club, there is a very good chance that you have formed a strong emotional bond with at least one car. This bond between human and car generally doesn't surprise me as our favourite cars provide us with freedom, excitement and in return we look after them like living things by feeding them, cleaning and grooming them, and looking after them when they are sick. What did surprise was the emotions I felt when a spare parts car I had on my property for over 15 years went to the crusher.

The car was a 1985 Alfa Sprint QV which was too good to scrap but not worth restoring (sadly this model has appreciated significantly in recent years but 15 years in a paddock had destroyed it). This was a car I had never driven and never intended as anything more than an organ donor, but with every part we took off it I felt a little sadder. As its stripped-out form was loaded onto the car trailer for its finney, I found myself feeling quite emotional. I was puzzled by this and didn't know why I

felt this way. The more I thought about it, the more I came to think that the sense of loss was not for the car itself but rather for all the memories that were going to the crusher with it. I thought of workers looking on with pride as the car drove out of the factory, the thrill the first owners would have felt collecting it from the dealer, the delight of their children seeing it come up their driveway for the first time, the pleasure every subsequent al jourbuyer would have felt taking ownership of a car their younger self had dreamed of owning. I hope those memo-

ries live on, but can't help but feel a lot of them died with the car – and that is a shame.

On the subject change and things passing into history, my time as club president has raced by and it is time for someone else to take on that role. Looking back over the two years, I can't claim to have led any great innovation or moved the club forward in a significant way, but things have ticked over pretty nicely and the club feels as strong as it has ever been.

Ciao  
Roberto



## Lufra Hillclimb History

At this year's Lufra Hillclimb, its seventh running since the first in 2015 (missing 2020 in a COVID year) the idea of recapping on the history of our event began to form.

But the history of the hotel site and its buildings have an interesting story before we look at the cars.

After the ending of the convict era and the use of Eaglehawk Neck as a dog-line barrier to prevent escape from Port Arthur, a timber guest cottage had been built which gradually was enlarged, being used as a sanatorium for British servicemen from India, and later extended in the early 1900s and promoted as a honeymoon hotel.

In 1948 a new owner built the modern Lufra resort hotel in front of the original; that new owner was Australian commercial airline and transport owner Reg Ansett.

Ansett engaged Melbourne architects Seabrook and Fildes to design the new hotel.

The architects had played a significant role in the introduction



Lufra around 1900 and (below) 1913

of modernist architecture in Victoria and this influenced their design of Lufra.

The hotel featured the only bedrooms with ensuites anywhere in the state at the time!

Shortly after the new building was completed the old timber hotel burned down.

Lufra was the first of more than 20 Ansett resort hotels (Hayman Island was another).

Ansett invariably had an entourage of celebrity friends -Lufra

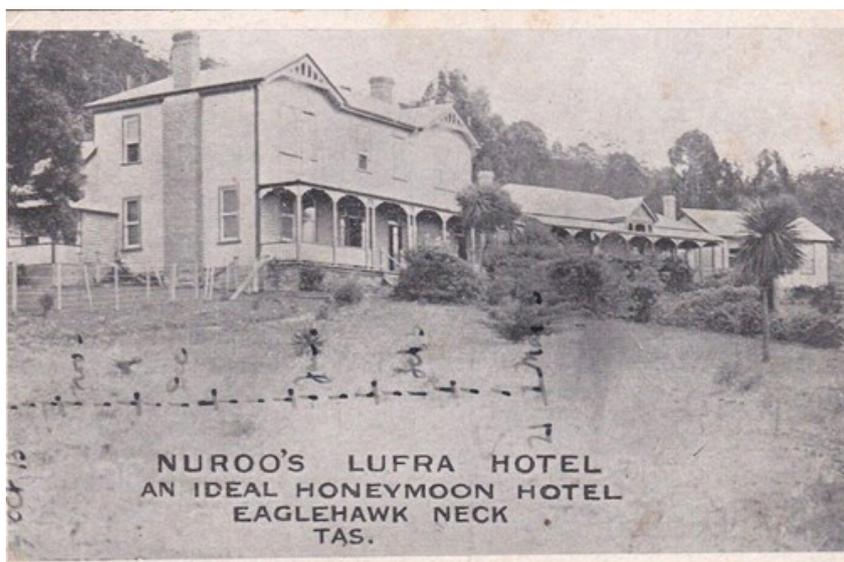
was a good party venue! The hotel also became a base for large groups of deep-sea game fishers from all over Australia. Guests would fly on Ansett airlines (originally DC3s) then be transferred by Ansett Pioneer buses to Ansett resorts.

Keep in mind that Pirates Bay Drive was still a narrow gravel road and was the only road in to the Tasman Peninsula and Port Arthur.

Moving forward to the 1990s, roads have been widened and sealed and a highway bypassing Pirates Bay Drive and Lufra makes using Pirates Bay Drive as a hillclimb course feasible.

Tasman Peninsula residents John Hamilton and Roger Self approached the 500 Car Club to run a hillclimb using the same piece of road that we now use.

John is the owner of the Tasmanian Devil Park—now Devil Unzoo—and was a competitor in the 1993 London to Sydney marathon rerun driving the ex-RAF Hillman Hunter.

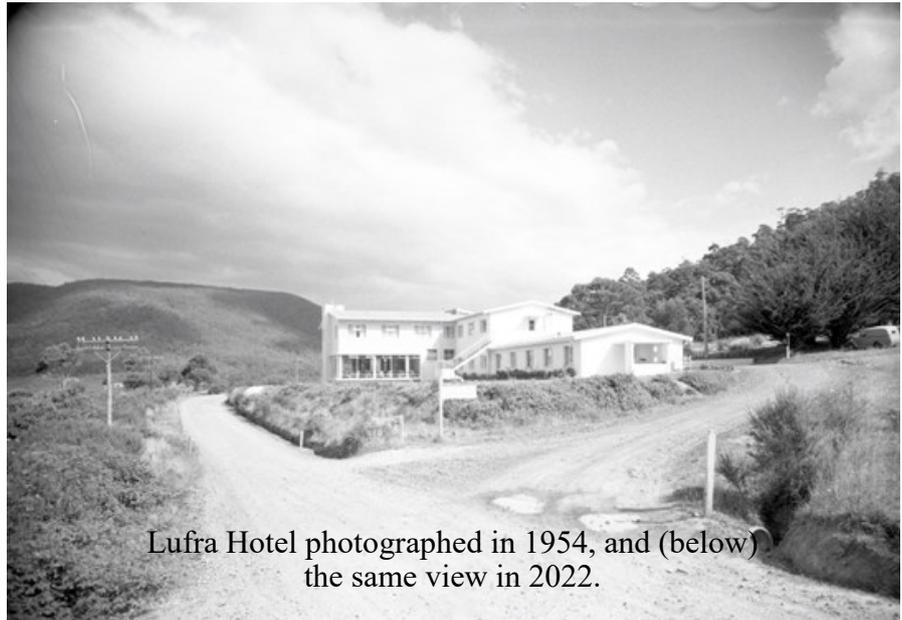


Chris Long was the event Director/Clerk of Course for the two events that were held about 1997 and 1999.

Drivers practising illegally before events caused annoyance to the local residents and the event was discontinued.

Chris has helped us as a course marshal for many years.

He had been a successful rally driver, then F2 and Formula Vee circuit racer, and was a race mechanic for Luis Sala in the Lola F3000 team for the 1987 season in Europe, as well as an occasional Targa competitor and course car driver.



Lufra Hotel photographed in 1954, and (below) the same view in 2022.



(Who knows what talent is quietly standing beside the road helping with the Lufra hillclimb!)

After the first 500 Car Club event a celebratory dinner was held, not at Lufra, but in the cafe and visitor information centre that used to exist down near Pirates Bay beach. (Now demolished and replaced by a subdivision.)

In 2014 Peter Derkley, the manager of Lufra at the time, approached CMI about his concept of reviving the hillclimb as a way of creating business for the hotel in the off season. August was the suggested month so as to occur just before tourism started to pick up for the coming summer and hopefully miss the worst of Winter.

Roger Self, local retired businessman and previous mayor, previous Rotary President, previous publican and bus line operator, amongst a lifetime of other achievements, promised to

## Lufra Hillclimb History



recruit people to help with marshalling; CMI would organise all the necessary motorsport, police, council and road closure permits and run the event.

Before we can apply for a motorsport event permit we need a track licence for the piece of road to be used so we arranged an onsite meeting with Bruce Keys, then national track inspector for CAMS (subsequently called Motorsports Australia), and Mick Luscombe the Tasmanian rally course checker.

Bruce insisted that we walk the course and discuss corners and hazards while I mapped them and took notes. Mick complained that he had never had to walk an entire stage before. Fairly reasonable since some rally stages can be over 30km long!

During that inspection it became clear that to run the hillclimb as an unrestricted speed event from Lufra Hotel up to the Lookout would involve more safety barriers (105) and setting up than our

club could manage for a one-day event.

If we were to run the hillclimb as a speed restricted event and shorten the length to finish at the current finish line the need for most of the barriers would be reduced.

CAMS agreed they would provide a track licence for an 80km/maximum average speed event.

(At the time the best reference we had to what times might be achieved over the course was provided by the sole Youtube video of a car in competition on this course. This had been provided by the late Adrian Morrisby (Mozza) during one of the 500 Car Club events. (He was quicker than the 80km/h average!)





The event therefore was run as a Regularity Hillclimb, believed to be the first regularity hillclimb in Australia.

With a regularity event the competitor nominates their proposed time to complete the course, provided that time is within the average speed limit allowed. Points are lost for being above or below the nominated time on each run.

The first Lufra Regularity Hillclimb was duly held in 2015 and organised by Club Motori Italia.

The 29 entrants comprised a wide range of drivers and vehicles from fully prepared high-speed rally cars to standard road

vehicles and a range of older classic sports cars.

What became obvious on that first event was the absolutely spectacular location for those people on the lawns of the hotel; overlooking the cars lined up for the start with the coast and sea in the immediate background. A unique location!

By the second event in 2016 it had become clear to many that as this was not an outright speed event it didn't suit some competitors and the rally cars generally stayed away. Or drivers entered a lower powered car that would provide a challenging drive and still be within the average speed limit.

The owners of more historic and standard classic cars also realised that the event suited these cars as they could be driven at the owners' pace with a view to exercising the cars in a spirited manner but not to the extent of risking damage to them.

The Lufra Regularity Hillclimb has been held seven times now since that first event in 2015. It was not run in 2020 due to COVID impacts on the hotel operation that year.

A regular group of competitors make a special weekend of it and stay over on Friday and Saturday nights, bringing a wide range of interesting cars from the history of motoring.

## Lufra Hillclimb History



*Roger Self would bring his pre-WW2 bus along to early events*

The event is well supported locally, with especial thanks going to Lufra Hotel manager Louise Griffiths and Rob Scott as well as the Tasman Council, Rotary Tasman Peninsula, Steve Scott who lets us use his house at the finish for timing, and all who volunteer to assist as marshals and officials as well as Fire/rescue and recovery crews and ambulance. It takes a big effort from a lot of people!

*It's worth mentioning here that one of the biggest efforts put in is by Dave Button himself. Ed.*





# Lufra Hillclimb History

LUFRA REGULARITY HILLCLIMB				Past winners				
	First	Second	Third	First Classic Sports Car (over 50 years) Shannons Award from 2022	First Italian	Driver of the day	First Team	No. of entrants
2015	Adrian Morrisby and Bruce Heron	n/a	5 equal third places	n/a	Philip Blake	William Ong	n/a	29
2016	Nathan Meyers	Nick Ridler	Darryl Bennet	Chris Edwards Lotus 11	Philip Blake	Rhys Filbee	n/a	43
2017	Mark Barnett	Garry Griffiths	Ian Cunningham	John King MGB	Pat Cullinane	Graham Russell	Bergmeister Clark, Hobden, Shearer	37
2018	Casey Price	Josh Creese	Ed Newton	Ed Newton Jaguar E type	Tristan Roberts	John King MGB	Full Chats Clark, Heron, Cunningham,	35
2019	Casey Price	Enrico Fidanza	Stuart Benson	Phillip Thompson Austin Healey 3000	David Capponi	Ian Cunningham	PaAw Tompson, Capponi, Tompson	34
2020	not held							
2021	Rhys Silver	Garry Griffiths	Mathew Keating and Casey Price	Becher Townshend Austin Healey 100	Tristan Roberts	Chris Edwards Bentley	Team Bergmeister Stopczynski, Mayne, Hobden	44
2022	Geoff Storr	Tristan Roberts	Becher Townshend	Tristan Roberts Fiat 850	Geoff Storr	David Capponi	Tungatinah Sheep Dippers Capponi, Newton, Thompson	33

n/a= not awarded    2017 "First Lady"(Gail Creighton-Barr memorial)- Julene Vanthoff\_  
2022- Spirit of Lufra- Bill Griffiths



My favourite meeting of the year, the Baskerville Histories, was well supported by CMI: Bruce Heron, Jason Winter, Geoff Storr, Steve Caplice, me—and no doubt others I've forgotten!

I never looked under my engine cover except to show it off. Nor did Bruce or Jason.

Geoff, on the other hand ...

His new JWF, years in the making, had problem after problem—although it did run very sweetly when it ran.

Bruce and I, aided by Geoff, and by Dave Anderson of Victoria and Graeme Soden, spent a lot of time grovelling under the car trying to find and then fix problems—the worst of which was a massive oil leak.

Fixing this required unbolting the engine mounts and lifting the front of the engine so that the front main seal could be reached and replaced.

Along the way we all ragged Geoff unmercifully about his limp-wristed approach to tightening nuts and bolts. It's hard to get good help, as he found.

But in the end, after a couple of trips to town and a few phone calls, she ran faultlessly.

The weather was a tad unpredictable, going from wet to dry and back again—which resulted in a huge spin in the esses and a tow out of the mud for me.

Bruce and I had a miserable time in our last run, for which we had foolishly specified a slow wet lap time when the track was drying. We pootled about in line astern for four laps reading the newspaper until eventually I lost patience and dropped the hammer on the last lap!

Good event—again..



*This was sent to me in March this year and fell through the cracks. With Challenge Bathurst coming up (which I will miss again) this seemed a good time to publish it. FYI, the hillclimb goes against the normal race traffic on Sat and with it on Sun.*

What a weekend! Rounds 1 & 2 of the NSW Hillclimb Championship at Mt Panorama are always exciting, but this year took it to a whole new level.

Friday arrival was to sensational weather, and a sky full of stars is a great way to get the stress of the city behind you, and get the cars ready for scrutineering first thing in the morning. Unfortunately the incredibly bad weather in NSW had the events downgraded from a state round to a club round, but we were committed to have a great weekend regardless.

Slightly overcast conditions on Saturday for the run up the Esses, but a dry track was still all we needed to give our existing times a bit of a nudge. I've been a bit keen to find some more time out of my car, and have suspected for a little while that despite being absolutely beautiful, the weight of my CD68 wheels may actually be slowing me down for off-the-line events such as hillclimbs.

With two runs under my belt on my usual setup, my times were right where I expected them to be. A perfect chance to jack the car up and switch over to a set of second-hand formula ford tyres on lighter cromadora rims, and give it a crack. The car felt much less grippy to drive, and robbed me of a little bit of trust. I found myself constantly rolling out of the throttle, something that certainly does not lead to a faster

time. Once up top I jacked it up and put the bigger tyres back on for the last two runs.

Run 4 was a good one, pretty spot on to what I thought was a perfect effort. Up top I checked the times, only to find not only was run 3 faster, but actually a PB of 36.33! Amazing stuff, and all the motivation I needed to consider looking into this further beyond this weekend. Mic was right on my heels with a solid 37.64, but it was the grey goose for the win for Round 1!

We settled in for a relaxing evening, but by 6pm all hell had broken loose up the top of the mountain, with reports of golf-ball-sized hail on the way. Campers scrambled to put cars anywhere they could to protect them, with the weather getting fiercer by the minute. The hail never came, but the fiercest wind and rain did not relent till nearly 6am, and the campsites looked like a cyclone had come through. The track was also littered in debris, which would take some cleaning up.

Bec and the kids were not thrilled.

The rain had passed, but Sunday's run up Mountain Straight had the constant threat of its return hanging over it. We changed the cars over to our wet

tyre setup for the first run, as track conditions were an unknown. To our amazement the track was pretty dry, with only some small damp patches off line that were easy to avoid. My first run up the hill on a chunky road tyre actually knocked out a pretty good time, but a move to slicks for run 2 was a better idea to get a bit of trust in the car. Times improved, but that rain still felt like it was on the way with a few spits on the windshield. Time to make a decision.

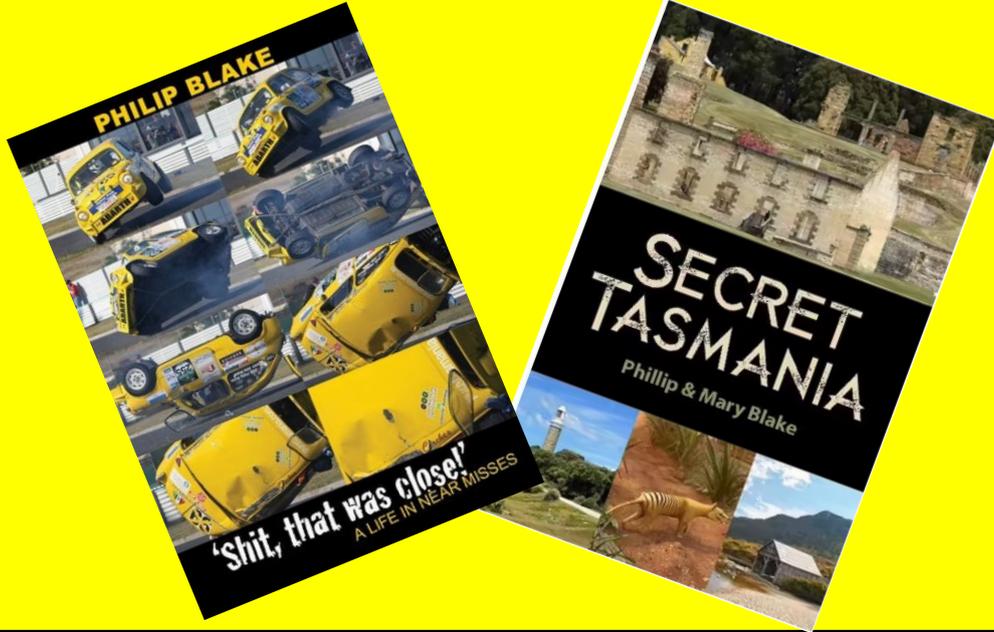
Run 3 looked like rain was inevitable, so it was back to the road tyres for a bit of a more trusting crack at it. Much like the day before, the car did not feel great to drive, and I found myself not staying as committed through the corners as I usually would. But, somehow, I again took out a PB with a 67.43! Any thoughts I had about rim and tyre packages were now cemented. Mic stayed on the wets, but could not get the feeling right to commit to a bigger run in the conditions. Still, 73.99 on wets is bloody quick!

With only a month till the next round at Huntley Hillclimb Dapto, I am only taking the small tyre options just to really challenge my thoughts on this. Rumour has it the wives will be back behind the wheel for this round!



## Stuck for Christmas presents? Has Santa got a deal for you!

You may already have 'Shit, that was close' or 'Secret Tasmania.' If you enjoyed them, share the love with someone else at Christmas. Either book is \$20 direct from the author, or a package of two (any combination) is \$35. Contact Blakey on 0409803316 or [pblake@ozemail.com.au](mailto:pblake@ozemail.com.au) to talk about delivery or postage. (Australian postage for either one or two is \$9 and I will post them wherever you like, signed.)



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