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

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

**Meetings**

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

CMI's AGM is generally held at 7 pm on the last Tuesday of November at the Civic Club, Hobart.

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

Please send all letters and contributions to The Editor: [cmi.editorial@gmail.com](mailto:cmi.editorial@gmail.com)

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First things first: Hilton White of Bridport has contacted me to ask if anyone knows where he can find a red Alfa Romeo—but not a Selespeed or a 159. That's a pretty broad brief!

In other news, there isn't much. In fact, if I have as little as this to publish in the next issue, there probably won't be one.

What there is, however, is a selection of pics of a couple of Italian beauties that have come up for sale in the last few months. What they have in common is that they are built largely from Fiat parts. Norm Falkiner's Stanguellini, which I

photographed at Winton, can be yours for \$120,000. Inquiries online at Harwood Motors.

And there's also the 1960/61 Fiat-Abarth 750 Zagato coupe. POA presumably.

Details for this one at <https://www.facebook.com/classicabarth/posts/pfbid025nKA46P4qgSgJHVwhTBpFRC9XezCesxdmbPruWHdiB1YAavu19HMWM49gHEzhSJql>

And the rest of the issue is taken up with a rant from me about a possible way to save tarmac ral-

lies from having all their teeth extracted in the name of safety.

The review following the deaths in the last two Targa Tasmanias goes for 280 pages, and is very detailed. Although a lawyer friend of mine suggested that it raised about as many questions as it answered.

In any case I have picked over it and made my own remarks and a suggestion about how tarmac rallies might be run in the future in a way that makes it work for everybody.

## Presidential Patter

We had a successful event at Baskerville on Sunday 26 March. There were 48 entries although a few did not present on the day.

Highlight of the event was the sound of Geoff Stevens's Ferrari F430 Challenge revving to lots in each gear, the low point was another competitor's en-

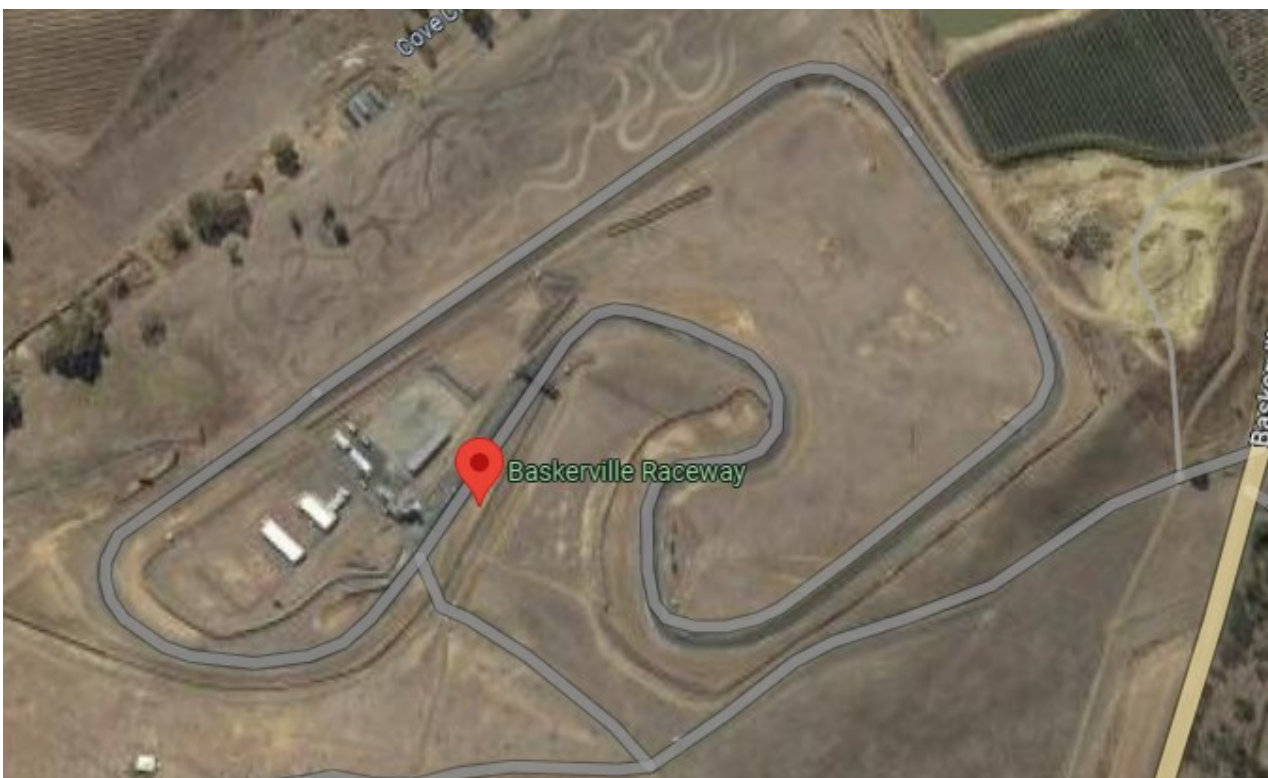
counter with a tyre wall, and outstanding effort was Kanon Lockett and Simon Lowell driving from Smithton, competing all day in the RX 8 and then driving home all in one day.

That competitors will make that's effort, reflects on the capable efforts of all the Club volunteers who make it happen.

Especially Peter Lowe, trapped behind computer screens making the results happen and David Button the secretary organising and coordinating.

And many lovely pizzas for lunch. Ciao

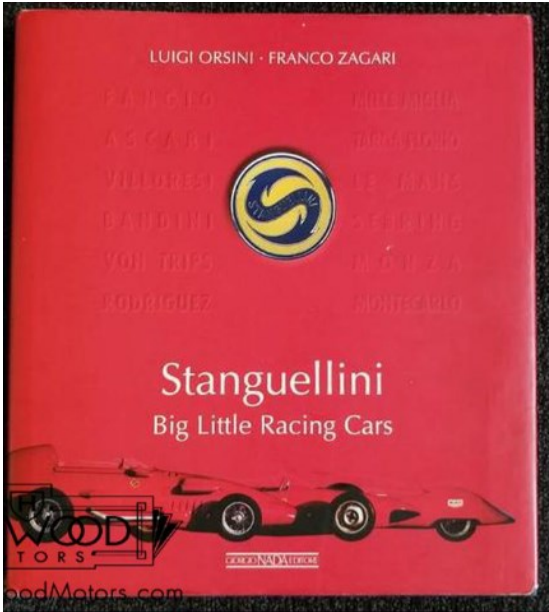
Graham



# Fiat-Abarth 750 Zagato Coupe



# Stanguellini Formula Junior



## Baskerville Hillclimb/Supersprint



*Above: Half the field awaits its turn on the hillclimb*

We could hardly have wished for better weather for our hillclimb/supersprint—an event format which must surely go down as one of the Club's best innovations.

Unfortunately my own car went all sulky and refused to start on the day—a problem I have fixed, I hope—so I had to be Clerk of Course instead.

There was pleasantly little to do in that role, as there were a stack of willing volunteers (thank you very much!) and all drivers were very well behaved. Everything ran like a well balanced Alfa engine, the biggest glitch, I think, being a battery change in the timing gear.

In the afternoon there was a bit of excitement when a car slid into the bank on the way up the hill, but the bank came off worst, and after a bit of repair work on the tyre barrier and a lot of sweeping by the rescue and recovery crews we were able to get the car on the tow truck and get the event going again.

A great day in every way.

*'I just wanted to say thanks for such a great event yesterday! Both Justin and myself had a great time in our Pulsar.'* Adrian Morrisby

*Below: The best presented car (Chris Wiggins's Fiat 124 Sports Sedan) with the fastest Italian car (Geoff Stephens's Ferrari 430 Stradale)*



## CMI Baskerville Hillclimb &amp; Supersprint - held on 26th March 2023 - Official Results - Aggregate

Comp #	Driver	Car	Class	Outright	Aggregate	Hillclimb	Supersprint
42	Michael Elliott	Mazda RX7 blue 2616R	D1	1	105.27	48.38	56.89
77	Geoff Stevens	Ferrari F430 Challenge rosso 4300	D2	2	107.98	47.08	60.90
44	Garry Griffiths	Subaru WRX silver 2000T4WD	F1	3	108.03	46.04	61.99
3	Tony Genge	VW white 2000T4WD	F2	4	109.96	48.42	61.54
43	Todd Elliott	Mazda RX7 white 2616R	D3	5	112.39	49.58	62.81
97	Chris Wiggins	Fiat 124 SS rosso/nero 3800	D4	6	112.61	49.89	62.72
11	Ritchie Thimm	Mazda 3 bluish black 2000	B1	7	113.28	51.13	62.15
85	Daryl Bennett	Toyota 86 GT white 1998	B2	8	115.70	52.23	63.47
186	Glenna Caine	Subaru WRX Sti silver 2000T4WD	F3	9	115.94	51.82	64.12
28	Brad Smith	Subaru BRZ white 2387	C1	10	116.41	52.07	64.34
20	Stewart Paine	Nissan Silvia silver 2000T	D5	11	116.43	51.66	64.77
25	Mick Watt	Subaru Impreza WRX black 2500T4WD	F4	12	118.44	50.93	67.51
19	Paul Hussey	BMW 325 purple 2500	C2	13	118.54	52.92	65.62
2	Rob van der Niet	Honda CRX white 1590	A1	14	118.59	51.72	66.87
35	Andrew Hayhurst	Chrysler Lancer blue 2600	C3	15	120.05	53.20	66.85
8	Jason Winter	Datsun 260Z blue 2800	C4	16	122.31	54.30	68.01
116	Justin Hallock	Nissan Pulsar blue 2000	B3	17	123.30	54.59	68.71
16	Adrian Morrisby	Nissan Pulsar SSS blue 2000	B4	18	123.36	54.86	68.50
14	Mark Brooks	Datsun 1600 white 1800	B5	19	123.46	54.89	68.57
86	Craig Wright	Toyota 86 GT white 1998	B6	20	123.64	54.64	69.00
33	Phil Sawers	Holden Torana LJ white 3300	D6	21	123.87	54.85	69.02
84	Mary White	Toyota Corolla KE35 blue 1587	A3	22	124.74	56.47	68.27
27	Byron Saunders	Nissan Pulsar GTiR black 2000T4WD	F5	23	125.09	54.85	70.24
24	Warwick Hobart	Mazda MX5 silver 2000	B7	24	125.10	57.37	67.73
40	Andrew Piper	Mazda 3 SP23 grey 2300	C5	25	125.19	56.05	69.14
55	Franklin Trouw	Toyota Yaris GR white 1600T	C6	26	126.35	57.50	68.85
22	Ashley Bell	Hyundai Excel purple 1500	A4	27	128.63	57.15	71.48
178	John Madigan	Alfa Romeo alfasud rosso/oro 1500	A2	28	128.90	57.61	71.29
17	Grant Woolnough	Ford Cortina white/gold 1700	B8	29	129.00	56.74	72.26
15	Simon Lovell	Mazda RX8 black 2600R	D7	30	130.03	57.96	72.07
62	Jeffrey Hindle	Mazda Astina red 1800	B9	31	130.05	57.94	72.11
10	William Buchanan	Holden Commodore green 3800	D8	32	130.31	57.79	72.52
525	Bruce Heron	Triumph Dolomite yellow 2000	B10	33	130.86	58.01	72.85
115	Kanon Lockett	Mazda RX8 black 2600R	D9	34	131.59	60.84	70.75
21	Jacob Negus	Hyundai Excel purple 1600	A5	35	133.61	60.34	73.27
51	Geoff Storr	JWF Milano matt white 3500	D10	36	136.41	60.65	75.76
7	Steven Puckering	Ford Falcon white/green 4100	D11	37	136.42	60.36	76.06
6	James Eddington	Audi S3 black 1800T	D12	38	136.95	58.68	78.27
5	Scott Bannister	Hillman Imp white/blue 875	A6	39	138.34	62.39	75.95
9	Michael Correa	Alfa Romeo GTV6 rosso 3000	C7	40	145.76	63.68	82.08
124	David Hobart	Mazda MX5 silver 2000	B11	41	155.55	69.28	86.27
23	Hamish Elliot	Hyundai Getz rally white 1600			DNF	60.12	DNF
247	Stuart Craft	Skoda Fabia silver 1390T			DNF	55.70	DNF
4	Bruce Maclean	VW Golf R black 2000T4WD			DNF	50.75	DNF

**Awards**

Class A	Rob van der Niet
Class B	Ritchie Thimm
Class C	Brad Smith
Class D	Michael Elliott
Class F	Garry Griffiths
Italian A	John Madigan
Italian B	Geoff Stevens
Best Presented	Chris Wiggins
Driver of the Day	Simon Lovell & Kanon Lockett



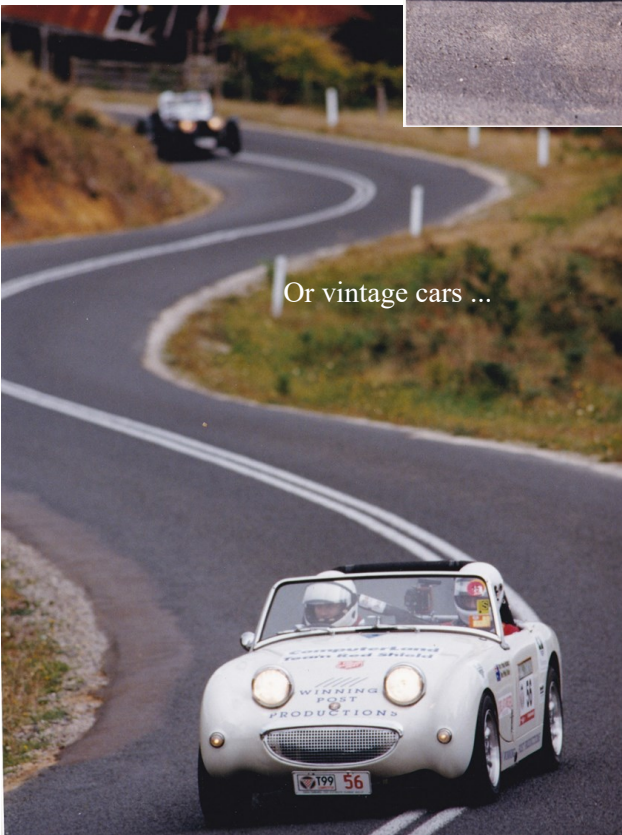
## Multi-million-dollar rubber/robot show

I have just re-read the report of the Tarmac Rally Tribunal following the deaths of four competitors in the last two Targa Tasmanias (and two in the previous 30 years). I knew three of those six people personally, and have competed in the event 24 times as well as navigating once in the tour, and winning one of the competitions both as a driver and co-driver – so you could say I have some skin in the game.

The original intent of Targa Tas-



No more open cars ...



Or vintage cars ...

mania was that it would be a 'multi-million dollar mobile motor show,' and for a number of years it was, with an amazing range of cars and many competitors just working to get a Targa Trophy for finishing every stage in a specified time. But some took the competitive part more seriously than anyone expected them to, and there was about one



Or airborne cars





No more pre-1980s Ferraris being driven in anger ...

serious crash per year. The first death occurred in my third year in the event.

This meant that the safety regulations started to tighten up, so that before very long crews had to wear a race suit, full harnesses, an FIA approved crash helmet, fireproof underwear, gloves and boots – all of which had a life and had to be replaced from time to time. It also meant that

the car needed more safety equipment – in particular a roll cage. This was no problem for people like me who had built their car specifically for the event, but it was a big problem for someone with a valuable, original classic car; this problem was compounded by the fact that in Tasmania at least, fitting a full roll cage means the car is ineligible for full registration!

Not surprisingly the owners of those cars began to drift away. And more drifted away as the entry prices continued to rise. You won't see a pre-1980 Ferrari, Maserati, Lamborghini, Aston Martin or any other early supercar being driven in anger in the Classic competition – with the exception of Porsches, many of which are race-prepared before entering their



Full roll cage means the car is ineligible for full registration

first Targa, because they are competition cars already. What's in the Classic these days tends to be sedans and the less expensive sports cars from the classic era. Which are nice, but they're not the only thing the spectators want to see.

And where are the spectators? They used to turn out in thousands. Not so much now. And they used to come to the overnight car parks to watch the cars being worked on, and talk to the crews. But then we weren't allowed to work on the cars in the overnight stops – presumably for health and safety reasons. (After breaking a windscreen, the SES once made me drive out of the Burnie multi-storey car park so that my co-driver could pull out the back window – a five-second job.) As less spectators turned up to the expos, there were fewer expos.

True, there are some spectators who enjoy the endless trains of



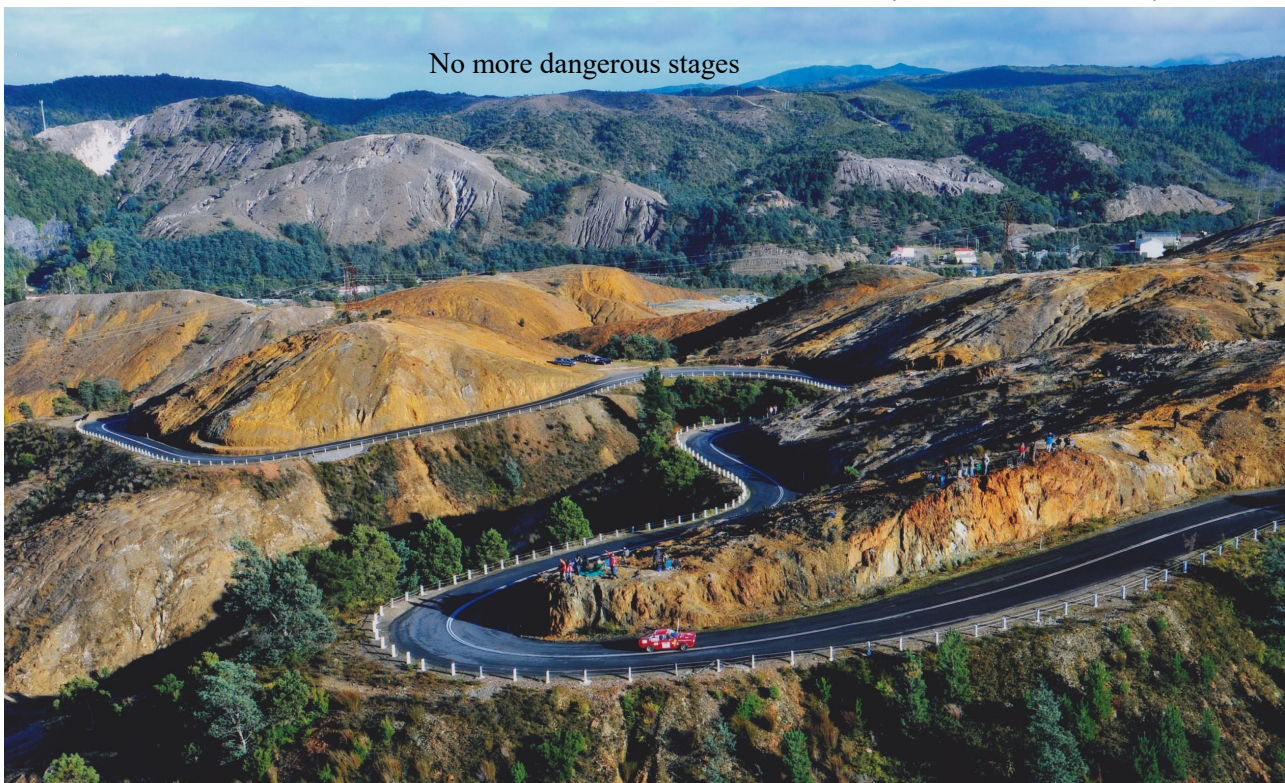
No more million-dollar Porsche Spyders

WRXs, Nissan GTRs and Mitsubishi Lancers. At one time, only six of any one model were allowed. That no longer seems to apply.

I find it all a bit gloomy. And more gloom is coming. Among the Tribunal's recommendations are the addition of nine more struts to the basic roll cage,

winged seats, foam in the doors, a plumbed-in fire extinguisher system, compulsory cameras in the car...

I'm all for safety. I have had a few occasions to use my safety gear, as anyone who has read my book (*Shit, that was close! – a life in near misses*) will tell you. But I am seriously worried



No more dangerous stages



Silver Flag Hillclimb—He's not going to weld a roll cage into that Ferrari

about being able to get out of a crashed car the size of mine that has winged seats and extra tubes in the roll cage. The Tribunal has thought of that: it will be necessary to prove you can get out of either side of the car from either seat within a certain time limit – that being based on the length of time it takes for your race suit to start smouldering.

Now you could say – and I do – that we know the risks, and if we are prepared to take them it's only our business – but the Tribunal doesn't agree. They quite reasonably point to the effect of a fatality on a lot of other people: fellow competitors, first responders, and of course friends and family.

But if Captain Cook had thought like that, we wouldn't be having this discussion. And what if others had thought like that? Yuri Gagarin. The Wright brothers. Matthew Flinders. Douglas Mawson. Any member of the ADF. Emmeline Pankhurst. Nobel Laureate Dr Barry Marshall (who drank a solution of *Helicobacter Pylori* to prove it caused

stomach ulcers, and duly gave himself one).

There are plenty more examples. Some people don't mind taking the odd risk, tarmac rally drivers among them. A degree of risk is part of the attraction. Some will tell you that six fatalities is too many, and it is. But it's a dangerous sport. And if six is too many, what about the 50 people killed on Tasmania's roads last year while doing nothing riskier than driving from A to B? Or the six riders killed *last year alone* at the Isle of Man TT races – bringing the total to 266 in the event's lifespan?

You can make statistics tell you anything. But they have to be large enough figures to be representative, or they are meaningless. For example, for the first 30 years of Targa Tasmania, you could have made statistics tell you that a Mazda or a Porsche were bad choices of car because every death had occurred in one of those makes. Which is nonsense, because the numbers were not big enough to draw that conclusion.

The Tribunal has done its best to work out answers, and to make sure, in their words, that any crash is survivable. But the answers are going to be very expensive and troublesome both for competitors and organisers.

And I suspect that they are answering the wrong questions.

Cars are accelerating harder and going faster, and some are designed for other specialties, which means impacts are potentially bigger, drivers are less in control ... so they are beefing up the cars' interiors, seeking to improve the drivers' skills, banning certain cars, shortening stages, removing long straights, eliminating crests and more.

I think this is bolting the wrong stable door after the wrong horse has galloped down the drive.

HOWEVER ... I have a suggestion.

The guidelines for the first Targa event, as laid out by John Large, Max Stahl and others, are shown on the next page.

## Multi-million-dollar rubber/robot show

- |   |   |
|---|---|
| <ol style="list-style-type: none"> <li>1. To organise and conduct a unique, world standard and seriously challenging international motorsport competition on bitumen roads in the Australia state of Tasmania.</li> <li>2. To bring together an exclusive field of Sports Cars, Grand Touring Cars and other cars of distinction, representing the evolution of the sporting automotive from 1900 to the present.</li> <li>3. To use the competition as a focal point for a festival of functions, entertainment and associated activities to create an overall event attractive to all audiences.</li> <li>4. To develop the events into a high prestige occasion recognised throughout the world of automobile competition, as an essential annual activity for owners and serious</li> </ol> | <ol style="list-style-type: none"> <li>collectors of sporting automobiles.</li> <li>5. To increase national and international awareness of Tasmania and in particular, to enhance Tasmania's status as a quality tourist destination.</li> <li>6. To ensure the continuing enthusiasm and support for the event from the Tasmanian community.</li> <li>7. To generate sufficient revenue to meet the expenditure needed to stage the event in accordance with these principles, and sufficient accumulated surplus to secure its long-term viability.</li> <li>8. To ensure that all involved in staging the event derive optimum satisfaction and enjoyment from their involvement.</li> </ol> |
|---|---|

Interesting to tick off how many of these aims are still apparently in force:

1. In its sanitised form, will it be seriously challenging?
2. Does it represent the evolution of the sporting automobile?
3. Does it still appeal to all audiences?
4. Do serious collectors see it as an essential activity?
5. It does keep Tasmania on the map every year. At the moment.
6. Is it sure of the enthusiasm of the Tasmanian community?
7. It certainly generates revenue. But does it stage the event in accordance with these principles?
8. Job satisfaction comes and goes. Only past and present employees and volunteers can answer number 8.

When the above principles were in force, one of the ways people were discouraged from over-driving was to encourage them at the briefing to drive for a Targa Trophy. It rewarded fast, consistent driving, as you had to finish every stage inside a target

time. Jim Richards and Barry Oliver got a whole swag of them on the way to eight victories; while a few star drivers made several attempts to win the event without ever getting a Targa Trophy (or winning).

And here is my suggestion. Why not run Targa Tasmania as a timed but non-competitive event, where participants can win a Targa Trophy at any of three levels: first-class, second-class and third-class? First class would be the same as the existing Targa Trophy. Second class might be for crews who miss a time on one stage. Third for missing two stages.

Some people wouldn't like it. Former winner Matt Close once told me he couldn't see the point of anyone driving for a Targa Trophy. I pointed out that everyone has their limit, and some people might be happy driving below their limit and looking after the car to get a Targa Trophy; for others a Targa Trophy might be as fast as they and their cars can go; while drivers like Matt were happier out on the edge.

But a timed, non-competitive event has numerous advantages:

It would mean the course could be used pretty much 'as is'.

It could mean – depending on regulations – that high levels of safety gear like roll cages would not be compulsory.

Some early classic cars could return to the event—and the gold, platinum and diamond levels are a great loyalty program..

Open cars could run again, which would open the door for vintage cars.

A lower level of licence would be required.

Insurance for the event would be cheaper.

Entry fees *should* be cheaper.

The step from the Tour up to the timed event would be a smaller one.

Obviously, it would still be necessary to earn the right to compete by proving you can drive well and safely (rather than by proving you have a fat wallet). It would probably be necessary to impose a speed restriction, like 130 km/h, and possibly modify some Targa Trophy times to suit.

I would drive in an event like that, as long as it was affordable. And I know quite a lot of people in Tasmania alone who have wanted for years to take part in the event, but for whom both the

cost of entry and ever-higher equipment levels have been a barrier.

The wowsers will still want to stop us, lies and misunderstandings will still be circulated as fact on social media, 'Over is over' will be chanted at us, but there are more of us than there are of them.

And the benefits to motor sport and to the State are enormous if Targa Tasmania can find its way again.

Or we could look forward to a future where a rubber car driven by two robots is deemed the only safe way to compete.

*Author's note:* I have driven in a non-competitive untimed hillclimb in Italy, the Silver Flag. It had the best collection of cars I have ever seen at an event, and

they were *in action*. It was run by a consortium of hoteliers, who provided excellent entry and accommodation packages at affordable prices. Safety rules were very limited. Helmets were not required, and people drove according to their own equipment and competence. I think overtaking was not allowed, but if we caught someone or were caught, we just organised ourselves. It worked, and despite me being a competitive person it remains one of the highlights of my motor sport career.

Closer to home, CMI's own Luffra hillclimb has been run as a regularity event since its rebirth, and every year it brings out a large number of classic cars that never otherwise see any kind of competition.

The comment of one CAMS steward's wife was that it was the most civilised motor sport event she had ever attended.

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