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

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**Full yearly Membership fees:**

1 January to 31 December  
Social \$45  
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Family \$90  
(2 adults + kids under 18 - Family rate allows up to two competition members.)  
Note: Applicants who wish to join part-way through the year will be charged a pro-rata membership fee based on the number of months left in the membership year. See the application form for details.

**Meetings**

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

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

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

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

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**CMI Life members:**

Norman Henry  
Graham Mitchell  
David Mitchell  
Steve Caplice  
Rob Madigan  
Tristan Roberts  
Dave Button  
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'These are m'boys', to quote Oddball (Donald Sutherland), the hippy tank commander in the cult 70s movie *Kelly's Heroes*. I can never look at the picture without laughing.

Nxt page shows the current attitude of Motorsports Tasmania to electric cars ...

The Shannons Show will unfortunately be over by the time you get this, but I arranged for the poster to be sent out to club members by email.

In this issue, John Madigan gives us the latest on his regularity activities (there's a one-liner in there somewhere but I'm not touching it); a few pics and notes from the Lufra and Baskerville hillclimbs; a story from Victoria on an economy run in an electric Fiat 500; my latest tribulations with the OT's gearbox; and a more in-depth review of the book I mentioned briefly in the last issue.

In other news, I have been 'gasketing' a set of 45 Webers for Franklin Trouw, and have discovered that I don't know as much about Webers as I thought.

For example, I was worried about the fact that one of the gasket sets had eight tiny O-rings and the other only had



seven. but since I have yet to find where *any* of those little O-rings go, maybe it's not a problem. Getting one of the pump jets out has briefly stumped me, and I was going to leave it in there—except that the outlet hole is incredibly small, and if there's enough gunk down there to hold the jet in ... so I'm still working on that.

Another trap for young players is the tiny balls in the pump mechanism, and the weights that hold them in. If you squirt carbic cleaner in and blast the holes with compressed air, and if the caps over these are out, they come out like the space shuttle. So don't look down the holes; you'll need your eyes to find all the bits.

## Presidential Patter

We have recently had two successful hillclimbs, at Baskerville and at Lufra.

There will be a social run early in September, and Darryl Bennett and Mary White have plotted what should be an enjoyable event.

As a small club, we are dependent on a few hard-

working individuals. Right now the club secretary is also the event coordinator for all of our motorsport events. **This is not sustainable and we need help!** One suggestion is that each event has a single coordinator. If you are interested in taking responsibility for one or more, please discuss with David Button or me. You will

receive help and templates to make this as straightforward as possible. If we do not find some assistance in this, there will be **no hillclimbs next year!**

Ciao

Graham



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25<sup>th</sup> July 2023

Club Motori Italia  
Email: [clubmotoriitalia@gmail.com](mailto:clubmotoriitalia@gmail.com)  
Attention David Button

RE: Electric vehicle safety

Dear David,

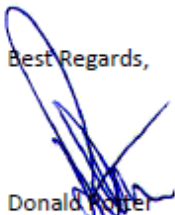
Electric vehicles, like any other types of vehicles, can present unique challenges in terms of fire risk and personnel safety within motor sports events. Battery fires in electric vehicles may be rare but could occur in certain circumstances and it's with that in mind the Motorsports Tasmania Board have decided that until we can guarantee the safety of our competitors, officials, and venue, at this time we must put a complete hold on any competition of EV vehicles on our circuits.

Motorsport Australia have in their standing regulations information on EV vehicles for organisers and officials regarding the permitting of these vehicles at events and their safety requirements for all competition use, which I have attached if you or your committee if they have not seen this. However, until we can ensure we have the equipment and personnel to attend any incidents safely, we must withdraw any permission for these to run on our circuits.

We will continue to work with the regulators like Tas Fire and Motorsport Aust and will continue to review this situation for these types of vehicles to possible compete at our circuits in the future.

If you have any concerns with this decision or require more information, please do not hesitate to contact me.

Best Regards,

  
Donald Kettel  
General Manager  
Motorsports Tasmania Pty Ltd  
0447 315 114





WREST POINT  
PRESENTS

2023  
**Shannons  
Motorshow**



**SUPERCARS & SUPERBIKES**

SUNDAY 3RD SEPTEMBER

10 AM TILL 3 PM

WREST POINT CONVENTION CENTRE

**European Supercars display**  
McLaren, Porsche,  
Lamborghini, Ferrari, Audi  
& more

**"Prancing Horse Room"**  
featuring  
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**Superbikes display**  
Ducati - Suzuki - Honda  
MV Agusta  
& more

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ALL PROCEEDS  
RAISED GO TO  
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### A weekend spent racing an Alfa Romeo

This year, I am competing in the Regularity category of the Tasmanian Circuit Racing Championship (TCRC). Regularity is all about setting the same time each lap, rather than outright pace or position. This means almost any car can enter, and any car can win!

So I packed my father's Alfasud full of tools, race gear etc\.

The rules: you nominate a lap time. You then start each session with 50 points; and lose one for every half-second slower than your nominated time, and two for every half-second faster.

#### Friday, the day before the event

On Friday morning, I headed out early to Baskerville, hoping for a full day's practice. However, when I got to the track I realised I had forgotten my entry forms, so back I went, wasting around two hours of precious practice time.

I got back about 12 pm, along with fellow CMI member Stewart Peacock and his very colourful Hyundai Excel. After un-

packing our cars, it was well and truly past mid-day, and then the rain came, rather spoiling the whole point of why we were there.

After another hour wasted waiting for the rain to pass, we bravely put on our helmets and headed out onto a damp track. What I really needed was dry conditions to find consistency in my lap times. However, as the freshly rebuilt engine started revving, the tyres squealing, and I got a good kick of adrenalin, I forgot about all my frustrations, and began thoroughly enjoying my time. Unfortunately this was short-lived, as about three laps in, a stuck-open throttle forced me to pull off the track just before the Esses, abruptly ending the whole practice session. Once my DIY tow hook got yet another work out, I opened the bonnet to find a loose electrical connector lodged in the accelerator linkage. After getting that out of the way, I got one last session in, and was consistently hitting my PB in damp conditions. Which was promising, considering the performance upgrades I had made (fresh engine and

tyres).

#### Saturday, Day One of two.

First up was practice, a vital session for regularity, as it will tell you what time you should nominate for the weekend. This weekend was also a new record for the category, with 25 cars joining the grid. When we all hit the track, mayhem ensued, with constant overtaking, off-track excursions, flags of all colours being waved, and offensively loud hatchbacks deafening me, all making it tricky to set a clean lap time.

After practice, everyone nominated a lap time for the weekend. I chose a 1:12 (half a second slower than my PB), thinking I could hit that time consistently, and believed I was unlikely to go too fast. I was wrong! Before I went out for the first competitive session, Dad (Robert Madigan) found a small problem with the air box on the engine. Rectifying that gave me a noticeable power increase. Unfortunately, I was then consistently over a second too fast each lap. When I got back to the pits and saw the results, I thought

long and hard about how to get back to my times. I eventually settled on backing off early before the last corner. However, as I began learning the track, and finding more confidence in the car, the 'backing off' technique wasn't quite enough. I went from the low 1:11s to the mid to low 1:10s, and even a few 1:09s! That was severely detrimental to my results, sending me all the way back to 20<sup>th</sup> position. But at least I annihilated my PB!

On the third and final run of the day I tried backing off in a few other corners, but it wasn't quite enough to hold me back— still lapping about half a second too fast.

#### Sunday, Day Two

When I arrived at the track, I made a beeline for race control to change my nominated time to a 1:11.0 (instead of 1:12), thinking I was safe from going too fast (guess what happens next). My plan going in, was to drive as fast as I could, thinking it would take me a few laps to get back in the groove of things. But as soon as we headed out for the warmup lap, I felt at home in the car, and knew I would be on the pace straight away. But it's always hard to be sure, so I stuck to my original plan, just to see what happened. Unsurprisingly,

too fast again, but only just, lapping in the mid 1:10s. All I needed was to back off by half a second, and I knew I would be fighting for the win.

I used the second run of the day to figure out what I need to do to get to the nominated time, as I was well and truly out of the running for any meaningful result. I tried lots of things: backing off the accelerator in different places, braking earlier ... after the session, I found a technique that worked! And as proven in the result, I was back in the top 10!

For the last session of the event, I knew what I needed to do, and it would be important that I get it right, as the final run is particularly important in this category. You start it with twice as many points as in previous sessions, but you also lose twice as many points. Learning from my previous runs, I drove as fast as I could on the first lap, the car right on the edge of grip with its cold tyres; then for the following laps, I kept the cornering speed up, giving full commitment throughout the lap, before lifting off the accelerator around 100 metres before the timing line. I had no idea if it was working – it didn't feel very consistent – but it's always hard to tell. After concentrating very

hard for the full six laps, the chequered flag came out and I could finally relax (well, as much as you can in a race car). Once back in the pits, there was a nervous wait for the results to be uploaded. After what seemed like an eternity I was able to download the results onto my phone. Following my previous form, I started reading from the bottom of the list, expecting to be down around 20<sup>th</sup> again, but as I gradually moved my eyes further up the list, I was getting more and more surprised, as my name wasn't coming up. I started worrying that I wasn't on the results, but as I got to the top positions, I saw the words '2<sup>nd</sup> - Alfasud - 100 PTS'. I had won! I didn't lose a single point, every lap within half a second of my nominated time. In fact, it was a tied 1<sup>st</sup>, as neither I nor '1<sup>st</sup> position' lost any points.

I would like to give a huge thank-you to a few people:

Stewart Peacock, who very kindly drove me to and from the track during the weekend, as well as being good company at the event.

Philip Blake, who generously donated some tyres for the Sud.

AngryMan photography, for providing the pics for this article.



### Barry Ellis Memorial – BOI Performance EcoDrive Report – 16 July 2023

The return of the EcoDrive in 2023 was an especially significant one, as it marked the running of this event, to the memory of one of its greatest supporters—Barry Ellis.

It is a fitting and entirely deserved tribute, as Barry had diligently honed his driving techniques over several decades, to extract the greatest possible distance out of the least amount of fuel—with impressive performances in recent years, at the wheel of two Fiat Puntos—one of which was again in attendance on this year’s run, in the hands of Tony Tyzack.

There was an excellent turnout this year with a strong dominance of Fiat models, spanning nearly 60 years of the brand’s history. After over a decade of participating in this event in various vehicles, this year I was fortunate to be able to return with another Electric Fiat – this time the latest 2023 500e Laprima.

Fiat 500 models usually perform well in this event by virtue of their compact size and weight—500 twin air and Diesel models have taken out the honours in previous years as well as my own first generation 500e in the 2019 event. From a personal perspective, participating over the last decade has provided an interesting benchmark of just how far Electric Vehicle technology has progressed during the running of this event.

In earlier years the EV entrants were unable to complete the entire course on one charge; now in the present day even a compact EV such as the 500e is able to complete the full route and flow with the internal combustion vehicles at posted speed limits, including travelling to the start and returning home on a single charge, with a comfortable reserve of over 100 km remaining.

The weather was excellent and traffic minimal on a highly enjoyable route from Rowville via Pakenham to Lilydale of approximately 120km – the final figure is always dependent on the level of navigational accuracy

achieved in traversing the route! It’s a very enjoyable event where speed is of secondary importance to smooth and efficient driving techniques, over a wide range of terrain and conditions.

Comparison between different fuel and vehicle types through analysis of cost per kilometre always throws up some interesting surprises—this year the Electric 500 was most efficient followed by Deb Buggee in her 500X Crossplus and a creditable performance from Roger Beattie and Peter Kerr in the Fiat Scudo van. Shayne Williams was unable to add to his impressive collection of wooden spoons this year, in pursuit of the highest recorded fuel cost over the course, with a Mercedes snatching the ‘honours’ for 2023.

EcoDrive is a thoroughly enjoyable day out with excellent roads, great company and a wonderful range of vehicles. Thanks again to Bill, Alana and Paul Freame for their organisational efforts and Phil Buggee/BOI Performance for his continued sponsorship and support of this most worthwhile club activity.

*Damon Earwaker*



*Fiat La Prima 500e*



When I installed my Volkswagen Beetle AT box in the OT 1600 I was very pleased with it—until I took it to Baskerville and went three seconds slower. The Webers and the gearbox had taken a dislike to each other and wouldn't talk on the way up the hill.

So I picked up another (AC) box on Gumtree—which proved not to be perfect (for example, the diff wasn't bolted together) and had to be rebuilt. During Noel Clark's rebuild I got him to put in a lower third gear—a 1.32:1 instead of 1.26:1.

I pulled out the engine and thought I'd just swap all the ancillaries over.

None of them would fit. The first problem was the sleeve that guides the clutch release bearing. There was nothing to bolt it to. There were three bosses for studs, but they were not drilled or threaded. The clutch release fork was a different diameter. The clutch lever was shorter. Etc.

Then the one-year-old clutch plate was loose on its rivets, as the rivets had not been properly set in the first place. A call to Xtreme, who built it, evinced the response that it was out of warranty (by 2 months) and a new one would be \$200. We re-set the rivets and welded it up.

When Franklin Trouw and I put the engine back in, the clutch felt weird—like an on-off switch—so out came engine and clutch again. Could find nothing wrong except a minuscule dishing of the driven plate, which I filed flatter. Back in it went.

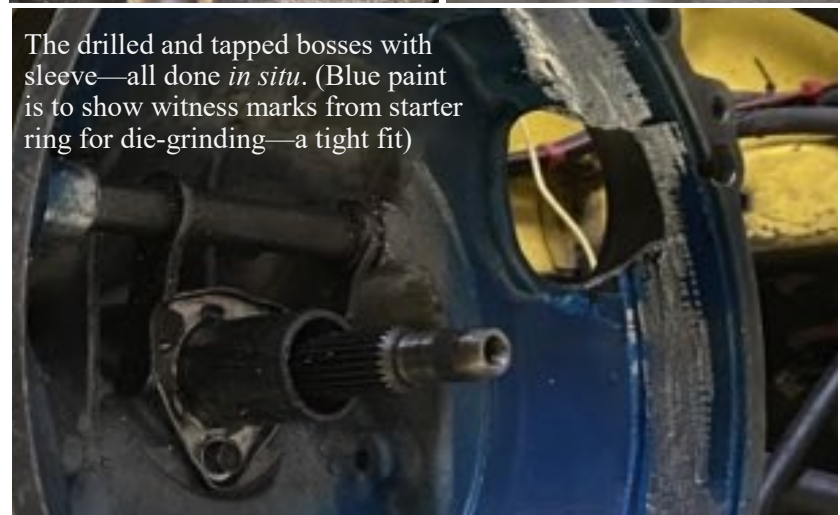
Now the gear selection was weird. It was very difficult to



The correct bosses



The incorrect bosses



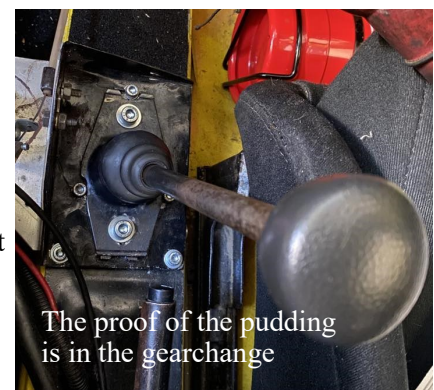
The drilled and tapped bosses with sleeve—all done *in situ*. (Blue paint is to show witness marks from starter ring for die-grinding—a tight fit)

adjust, and when I drove it I could hit second, fourth or reverse when coming out of first. This proved to be another difference: the locating dimple was in a different position on the selector shaft. I turned the connector upside down and welded a nut on, then tapped the connector as well, in the correct position. After some further fiddling, I was able to set off for Lufra.

I set 90 seconds in practice and reckoned I could do 89s. I couldn't. That 90 was my fastest all day.

However—the change from a higher to a lower third gear, combined with a diff ratio low-

ered from 3.8 to 4.13, meant that my big Webers could finally operate happily in 3rd gear. It was nice to drive to, from and during the event, despite the sudden-death clutch. *PB*



The proof of the pudding is in the gearchange

# Lufra Hillclimb

Lufra was important for me as it is probably the first event I have competed in this year. Replacing the standard VW gearbox with a rebuilt one that has better gearing proved to be a long process. (See P. 9.)



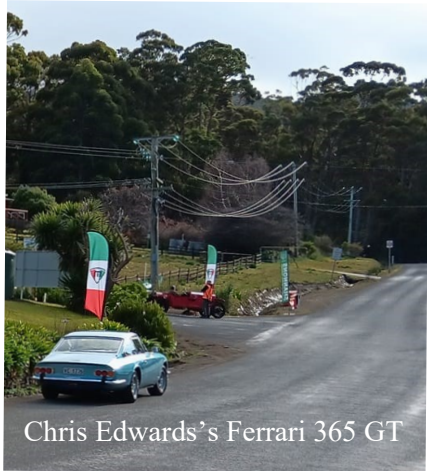
Geoff Storr's JWF Milano awaits the start



Craig Lucey  
BMW 2002



The line-up at the units



Chris Edwards's Ferrari 365 GT

Below: David Capponi's winning Maserati—best Italian car



Gary Lucas's genuine 130 TC Stradale in period livery

Opposite: 100-yr.-old Ansaldo with younger driver, and magnificent Broadspeed Jaguar XJC V12

## CMI Lufra to Lookout Regularity Hillclimb - 19th August 2023 - Official Results

Comp #	Driver	Car	Nom	Pts	Run #1	Run #2	Run #3	Run #4	Team
14	Mark Brooks	Datsun 1600 white 1970 C	87	23	87.74	87.37	87.73	87.48	
9	Jack Perry	Morris Panel van white 1968 C	90	24	90.80	89.77	90.59	90.59	
5	James Eddington	Audi S3 black 2003	90	29	90.46	91.49	90.74	90.21	
23	Hamish Elliot	Hyundai Getz white 2005	88	30	89.21	88.64	88.22	87.53	
2	Bill Griffiths	Aston Martin AMV8 black 1973 C	105	31	104.23	105.13	105.51	105.89	Tres Amici Scuderia
42	Edward Newton	Jaguar E Type white 1965 C	89	32	91.11	88.90	89.83	89.11	Tungatinah Sheep Dippers
12	Rhys Silver	Leyland Mini red/white 1977	89	40	88.03	89.72	88.43	89.13	
52	John King	MG MGB yellow 1978	100	42	102.35	101.05	99.90	99.66	Tres Amici Scuderia
24	William (Becher) Townshend	Austin Healey 100 blue 1955 C	98	42	99.22	100.39	98.19	97.78	Two Poms and an Italian
44	Andrew Hayhurst	Holden Commodore red 2002	86	48	86.66	86.84	86.28	88.98	
50	Enrico Fianza	Subaru WRX STi blue 2010	86	57	87.24	87.85	85.48	87.74	
62	Jeffrey Hindle	Mazda Astina red 1995	90	58	90.56	89.73	90.82	93.83	
140	Bruce MacLean	Volkswagen Golf R 2020	86	39	85.84	86.43	88.35	86.79	
11	Glen Rowlands	BMW 2002 white 1968 C	90	60	91.01	89.28	92.34	91.25	
3	Scott Bannister	Hillman Imp blue/white 1965 C	89	66	88.34	88.86	93.45	89.51	
56	Nicolas Strafkos	BMW 323i Alpine white 1985	95	67	93.49	95.83	94.42	96.67	
314	David Capponi	Maserati Coupe silver 2002	92	68	91.35	94.80	92.18	90.79	Two Poms and an Italian
8	Chris Edwards	Ferrari 365GT blue 1968 C	105	70	105.96	105.93	105.76	109.32	Tres Amici Scuderia
178	John Madigan	Alfa Romeo Alfasud red/gold 1978	92	72	93.50	90.71	94.57	92.54	
21	Craig Lucey	Subaru WRX white 2004	86	21	85.78	85.82	86.73	85.67	
13	Brett Carhart	Hyundai Excel blue 1997	100	86	101.92	102.33	101.18	103.16	
31	Angus Haydon	Subaru WRX black 2002	86	49	88.19	86.70	86.60	85.26	
1	Michael Hobden	MG TC aluminium 1948 C	115	94	115.59	117.06	119.38	117.33	
20	Michael Watt	Subaru WRX black 2012	86	58	86.36	86.67	85.73	90.05	
17	Franklin Trouw	Chrysler GB Galant blue 1974	99	98	97.57	98.85	96.63	98.08	
51	Geoff Storr	JWF Milano white 1961 C	100	98	100.21	102.80	103.58	103.23	
142	Phillip Thompson	Austin Healey BJ8 red 1966 C	101	100	100.66	104.37	103.30	104.65	Two Poms and an Italian
18	William Buchanan	Holden Commodore green 2003	87	102	89.37	86.78	88.66	92.71	
147	Graham Mitchell	Alfa Romeo 147 black 2002	91	104	92.00	88.28	90.42	89.56	Didn't fix it again Tristan
25	Kate Priest	Morris Mini deluxe teal 1967 C	90	110	90.22	88.26	89.03	87.34	
124	Rohan Thurstans	Holden HSV GTS red 2014	87	56	85.19	86.30	87.10	87.51	
15	Ian Cunningham	Morris Minor cream 1953 C	92	121	90.20	91.86	96.34	89.98	Tungatinah Sheep Dippers
91	Gregory Hayes	Ford Escort Mk2 blue 1973 C	87	83	85.82	87.53	85.87	85.44	
88	Philip Blake	Fiat Abarth OT1600 yellow/red 1964 C	89	130	92.14	91.87	91.76	93.19	Didn't fix it again Tristan
10	Matthew Roberts	Mitsubishi Lancer black 2005	88	144	84.85	85.58	87.14	89.43	
19	Nicholas Creese	Toyota Yaris GR Rallye white 2022	88	105	87.90	89.49	85.42	91.59	
53	Gary Lucas	Fiat Abarth Strada 130tc black 1983	91	166	89.12	88.11	89.19	89.35	Didn't fix it again Tristan
81	Harry Newton	Jaguar XJC white/blue 1977	96	205	92.29	96.84	98.91	91.31	Tungatinah Sheep Dippers
6	Nathan Lovell	Morris Major grey 1958 C	105	270	105.62	101.55	100.60	99.70	
128	Benjamin Marshall	Holden Astra blue 2004	91	296	88.26	87.30	86.01	87.61	
4	Glen Clements	Daimler Double six Tudor white 1977	120	312	115.17	116.93	115.30	116.98	
16	Johanna Trouw	Mazda MX5 -NC silver 2006	87	RUNS	87.62	85.14	87.05		
95	Corey Baker	Mini JCW blue 2008	100	DNS					



Awards	
First Place	Mark Brooks
Second Place	Jack Perry
Third Place	James Eddington
Shannons Insurance	
First Classic Car (pre 1972)	Mark Brooks Datsun 1600
First Italian Car	David Capponi
Driver of the Day	John Madigan
First Team	Tres Amici Scuderia
Spirit of Lufra	Mike Clarke & David Rose





## CMI State Championship Hillclimb- Baskerville held on 9 July 2023 AWARDS

Class A	Ashley Bell
Class B	Leigh Ford
Class C	Wayne Monson
Class D	Geoffrey Stevens
Class E	Andrew Hayhurst
Class F	Stuart Benson
Class G	Christopher Wiggins
<b>FASTEST TIME</b>	<b>STUART BENSON</b>
<b>OTHER AWARDS</b>	
Italian A	John Madigan
Italian B	Geoffrey Stevens
Best Presented	Michael Elliott
Driver of the Day	James Eddington

The editor didn't make it to this event—being under the car again—so the coverage is sketchy.

But the superb pics by GVS Media are worth sticking up on anybody's wall. Opposite are two of the winners on the day wailing up the hill: Geoff Stevens's Ferrari and Stuart Benson's WRX.

Competitor comments below speak for themselves!

Rhys Filbee: It's wonderful to have an actual racing Ferrari as our cover photo. These are very rare and it was a privilege to see one competing on Sunday.

Scott Bannister: Awesome day, huge thanks to [Club Motori Italia](#) and their team of volunteers

Michael Elliott: Us Elliotts had a great day, CMI always put on a great event 🍕 but we both reckoned it wasn't the same without Steve C in attendance!

Rod Bender: Great event by a really great bunch at [Club Motori Italia](#)... well done!

Great drive [Stuart Benson](#)... pity you drive a Subaru, you don't seem like a bad bloke!...

Brett Carhart: I finished last again! lol, I love it though, I'm having the best time ever in these events.

Fiat in Motorsport since 1899

Tony Bagnall

155 pages, many photos, mostly period, the balance recent. [www.velocebooks.com](http://www.velocebooks.com)

This book covers Fiat's involvement in many types of motorsport, including land speed record attempts and successes. It started with a win in their first year of existence, through wins in Grands Prix across Europe and America, also a win in the Indianapolis 500 (before they withdrew in 1927).

Fiat also competed in all the major road races and later rallies, winning the Giro d'Italia in 1902, with wins in the Targa Florio and Monte Carlo, bookending with the Giro d'Italia again in 1975. Fiat's factory involvement with the WRC be-

gan in earnest with the 124 Abarth but their best run was with the 131 Abarth, winning three world championships – 1977, 1978 and 1980. In 2006 Fiat were the European rally champions with the Abarth Grande Punto.

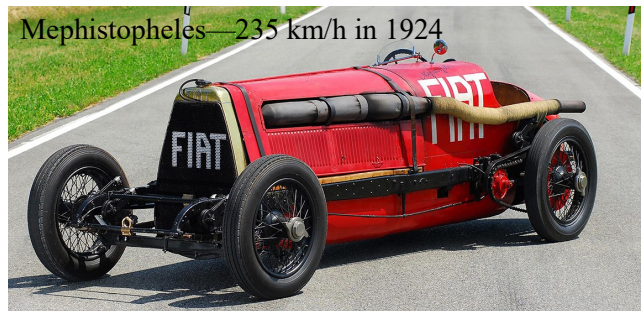
There is much detail on the early land speed attempts with descriptions of the S76 ('Beast of Turin') and the SB4 Corsa ('Mephistopheles').

Each chapter covers a period up to a major world event or the end of a decade. The later chapters are more focused on specific areas, e.g. the 8V, Fiat-based specials

(known affectionately as Etceterini), Formula Junior and Rallying.

The last chapter covers the Abarth connection and the book finishes with appendices listing all the competition models and competition results.

The many monochrome historic photographs are exemplary in their detail, the remainder being in colour.



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