

**Presidente**

Graham Mitchell  
Ph: 0418 173 102  
E: grahammitchell666@gmail.com

**Segretario**

David Button  
E: david\_button@hotmail.com

**Tesoriere**

Allan Van Dulleman  
E: avandull@hotmail.com

**Club Capitano**

Omar Hasan  
Ph: 0419366050E:\\

**Direttore/Editore**

Philip Blake  
Ph: 0409803316  
E: pblake@ozemail.com.au

**Membership**

Robert Madigan  
Ph: 0402 628 652  
E: robert.m.madigan@gmail.com

**Membri del Comitato**

Graham Mitchell  
Peter Lowe  
Stewart Peacock  
Tristan Roberts  
John Madigan  
Rob Madigan

**Segretario sociale**

John Madigan

**Enquiries**

For information on the club and general enquiries call any of the above members, or visit our Web Site: [www.cmitas.org](http://www.cmitas.org)  
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Address general correspondence and enquiries to:

The Segretario  
Club Motori Italia Inc  
PO Box 514  
North Hobart 7002  
or email  
[clubmotoriitalia@gmail.com](mailto:clubmotoriitalia@gmail.com)

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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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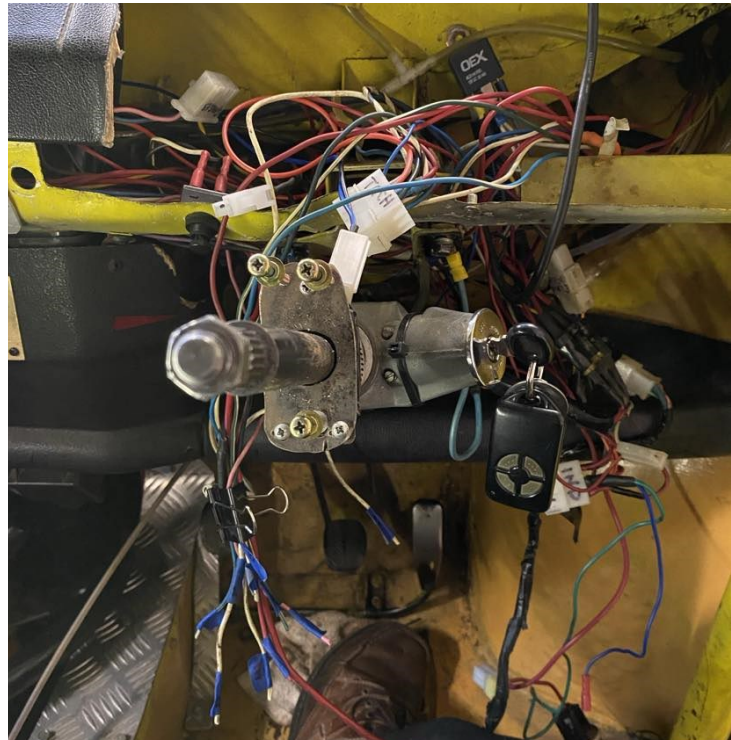


First of all, grovelling apologies for the lack of a mag in July and August. For those who didn't get my earlier apology, it was due to a computer glitch that saw me lose the whole magazine not once, but twice.

Pic above—by Kevin Gutteridge—is of the whole Italian contingent at the recent Baskerville regularity event.

When I left the track to drive home I noticed a funny smell in the car on Baskerville Road—which the fuse box identified for me by partially melting.

The resulting melted mass behind the dashboard set me up for about a month of probing and soldering. Long story short, a loose live connector had welded itself to the chassis, causing far-reaching damage—which was still around at Lufra, so that we had to hot-wire a relay just to get up the hill!



## Presidential Patter

A brief review of the last few months: on 2 June, 18 of us went on a cryptic clue finding drive with some fine roads through the Derwent Valley, finishing with lunch at Mt Field Waterfall Cafe.

We had one Ferrari, four Alfa Romeos, two BMWs, a Fiat, a Honda and a Discovery. Along the way I had set some intriguing and devious questions, some cryptic, others simply observing. All the participants made it to the lunch venue, some wandering off track here and there.

The winning team was Gary, Gabrielle and Alex Lucas with 13 points.

Omar, Lisa and Natalie, David Button, Chris and Geraldine Edwards and Gary and Margaret Lansdell all achieved 11 points. Franklin and Anne-Maree Trouw 10 points. John Madigan and Austin Allison-Hall got 9 points, and new members Miro and Alison Orel along with Nic Whyte attained 8 points.

7 July was the regularity at Baskerville, enjoyed by all participants. A few weeks later we had

a wonderful midyear dinner at Solo pasta and pizza. The most recent event was the regularity Hillclimb at Lufra, with the usual range of vehicles entered. Thanks to all who helped to make all these events so successful.

Coming up, I am organising a cryptic clue finding drive to the East Coast, on some fine, lesser travelled roads on Sunday 29 September. And remember the Domain Hillclimb, Sunday 24 October!

*Graham*

## Toyota 86—John Madigan

In mid-May, I was at Symmons Plains raceway for the 4<sup>th</sup> round of the Tasmanian Circuit Racing Championship. While I was practising on the Friday, Darryl Bennett very kindly let me take his championship-winning Improved Production Toyota 86 out for a few laps.

I was excited; I was nervous, I couldn't wait to drive a 'real race car', with real performance. But having never driven the car before, I would have a lot of explaining to do if I was to injure it, especially considering Darryl is challenging the top three in the championship.

It wasn't the most convincing start, stalling the car before I even left the garage, but I soon got under way. As I drove down the pitlane, the dash came up with a bright red error message. Worried that I had already broken it, I stopped at the end of the pit lane, and got Darryl to have a look. Fortunately, it wasn't anything serious, so out I went!

As I left the pit lane, I put my foot down, and was pushed into the back of the seat, a little harder than I'm used to. Approaching the hairpin for the first time, I went to gently apply the brakes, and I got a bit of a shock, as it slowed down very, very quickly! The brakes were much more sensitive, and much more powerful than the Sud's. I had a few wobbly moments slowing down throughout the 10 or so laps I did, very quickly



realising that the car will react to any kind of steering input. Weighing half a tonne more than my car, it was a bit tricky to catch. But I got used to it towards the end.

As I approached the grip limit, that error message started to slow me down. It became apparent that it was turning traction control on. You would think traction control would make the car more user-friendly, but not in this case. It worked by applying the brakes, so as I went through a corner, it would grab the rear inside brake, and unsettle the car. A few opposite-lock moments were caused by this 'safety feature', particularly in the hairpin and the last corner. But it wasn't trying to kill me, so I carried on, loving every moment!

I was very impressed with how responsive the car was to my inputs: it would stop, turn and accelerate without the slightest hint of complaining, it was amazingly compliant in every aspect. I couldn't wipe the smile off my face when I saw 180 kph come up on the speedo! But my highlight would have to be watching the Hyundai Excel drivers pull over when they saw me coming! For too long have they bullied me in the little Alfa! After 10 or so laps, I was quite happy with what I had achieved, and wanted to take no further risk, so I pitted and returned the car to its owner.

By the end of my time in the car, I ended up with a lap time of 1:12, a good 4 seconds faster than I managed in the Sud, but 3 seconds slower than Darryl can manage, albeit without traction control holding him back.

A big thankyou to Darryl for letting me drive the car. It was an eye-opening experience. But, despite a few choice words from some, I'm not prepared to turn my back on the Italian machines just yet!







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As I have mentioned in previous articles, I am battling a few issues with the green Alfasud, one of them being rear locking under brakes. While giving the car a shakedown the weekend before, I had some alarming sideways moments, as well as laying down some big black marks in ALL the braking zones. The diagnosis was a broken proportioning valve. If it did its job, it would reduce rear brake pressure when the rear wheels start lifting, but this one didn't seem to do that at all, allowing for some spectacular lockups on the rear axle.

The next day I bought a manual proportioning valve. To give context to what I did to fit this, first I should explain what is hiding underneath the Alfasud body. Unlike a 'normal' Alfasud, which features discs all round, with inboard front brakes, this car has running gear out of a 33, meaning outboard front brakes, drums on the rear (allowing for a usable hand-brake), and a dual line system to the rear. Going to the manual valve required a couple of changes: I had to revert to a single rear brake line, as well as swapping the (broken) 33 proportioning valve to a Sud valve. The Sud valve was also broken but was compatible with the single brake line. (This had a surprise benefit of solving a mystery air leak in the system, a problem I had been chasing for months.)

A few days after fitting this, I headed up to Symmons Plains Raceway for the fourth round of the Tasmanian Circuit Racing Championship. When I arrived at the track for Friday practice, I

was very interested to discover what difference the manual valve might make. After playing around with settings, I quickly decided to block off as much flow to the rear as the valve would allow. This resulted in improved stability and worked the big Holden Commodore front brakes a bit harder. But as the laps went on I noticed a vibration coming from the rear.



After a while, the vibrations became alarming. By the end of the day, I found what I can only describe as a square on the rear left: the tyre was badly flat-spotted. This was puzzling, as I was totally unaware of any rear locking while driving, but obviously my problems were not entirely solved yet. However, I have a theory as to what's going on ...

I have to push the brake pedal very nearly to the floor in this car, and because of this, there is a huge amount of hydraulic pressure in the brake system. Because of that, the rear brakes are receiving more pressure than they were designed to operate with, resulting in them locking up. Previously I thought the front brakes didn't have a chance to bite before the rears would let go; but since the installation of the manual valve, this doesn't seem to quite be the

answer. There is still an underlying issue, as shown by the flat-spotted rear tyre, but I am now convinced the problem is not to do with the rear brakes, but actually the front brakes, specifically the DBA brake pads. The problem I have is that they simply do not bite the disc, and fade alarmingly quickly, not to mention how quickly they wear out! And with callipers from a Commo-

dore, they ought to work! To tell you just how useless these 'performance' pads are, without savage engine braking the brakes simply aren't capable of slowing down from 140kph to 40kph. As I found out when I missed the downchange from 5<sup>th</sup> to 4<sup>th</sup> gear slowing for the hairpin, finding myself in the gravel trap a few seconds later.

We have since bought some Forza FP3 pads. I ran those before the disaster that is DBA pads, and they were fantastic. The car stopped like it was hitting a brick wall; it would lock the fronts up if I wasn't careful; they lasted the best part of 300 laps around Baskerville and never suffered any kind of brake fade. So we will see if that is the last piece of this very long-winded and expensive puzzle.

Due to the excursion into the gravel trap, I have nothing to write home about results-wise.



Thanks to Scotty B Photography for the pics.



Before that moment, I was comfortably within the top 10, but once the brakes gave out I was very conservative, well aware I was driving the car back home to Hobart.

I still thoroughly enjoyed my time at Symmons. It's a very different circuit to Baskerville,

with its own set of unique challenges, most notably turn one, with its humps. And then the temptation to brake as late as you can into the hairpin. The straights were a struggle in the Alfa camp: with a lack of power, the Sud couldn't keep up with the cars it usually distances itself from at the more twisty

tracks, but good fun nonetheless.

On a side note, at the time, I felt I was being very brave driving the car up from Hobart to Launceston. This was until I heard of Phil Blake driving his Abarth to and from Winton in Victoria.



I've become an expert at shaky starts, and the lead-up to the Winton Historics was a doozy. It's hard to remember everything that went wrong, but one was the attempt to get the headlights working. I noticed that high beam had died, and after checking the fuse I started looking at earths.

By the time Franklin Trouw arrived to give a hand, I was deep in the horrible mass of wiring behind the light switch.

'Silly question', said Franklin, 'but you *have* checked the fuse?'

'Several times, but I'll do it again.' I got out my labelled picture of the fuse box, compared it to the box itself - and realised that I was looking at it upside-down. Blown fuse, very quick fix - and a lot of wasted time.

On the day we left, John King turned up to help pack, and I asked him to do a spanner check while the car was on the hoist. Happily he didn't find a lot, but it was symptomatic of the problems I'd had that we were doing this so late.

John Caire and Graeme Soden then arrived so that they could



Our accommodation

pick up my spares and we could travel in convoy. (A quick snack and coffee at Banjo's before leaving took about 40 minutes while we waited for the beans to be imported from Brazil ...)

John King was taking the first driving stint to Campbell Town in the OT1600, and was getting used to the savage clutch by the time we reached Campania. But every now and again the car would hesitate for no reason we could see, and at last (on the Colebrook Targa stage) it suddenly died on a blind corner. We got it just off the road - and while we waited for the ute to come back, two separate cars stopped to offer help, which was nice.

As we were discussing options with Graeme and John, I noticed

that the battery isolator switch was in the 'off' position. I must have knocked it while trying to get stuff out from behind the seats. Leaned in, turned it on and turned the key. **Vrooom** ... (This also explained the hesitation: it must have been teetering on its over-centre position.)

As we drove off the boat in Geelong, with John again driving, we were glad of the headlights in the dark, the traffic and the heavy rain. (A tip here: put your destination in your phone *before* you get off the boat. Then you won't turn in the wrong direction and have to figure how to do a U-turn on a six-lane road in the dark, the traffic and the heavy rain ...)

Breakfast in Seymour was sensational and welcome, and the sun was shining.

An hour and a half later we moved into garage 1A at Winton, and next morning was 'free practice' (which cost \$180). I got a couple of sessions to learn the tricky track, and after one of them the car stopped on the road back to the garage.

This time we had the steering wheel off, the indicator stalks out and the ignition switch partly dismantled when John King said, 'What's that spade connector supposed to be connected



Zephyr special—a typical Winton car



to?’ A pair of pliers on the female side ensured that it wouldn’t happen again.

Documentation, drivers’ briefing and scrutineering followed, and on Saturday morning we were ready to set a time. One of the hardest parts for the OT and me was the long, tightening left sweeper that led into the three consecutive ‘hairpins’. I knew that in isolation I could go through it much faster, but because it tightened into an S bend I would then be braking hard while turning hard – and we know where that can lead. I compromised by braking before the bend and then keeping a steady throttle until I braked in a straight line and turned into the tight bit – at which point I could go flat through the exit and the right-hander following. I settled for 1.24, since that was my best time.

I blotted my copybook at the end of the session by missing the chequered flag, doing an extra lap and turning off in the wrong place. The Clerk of the Course was nice about it: ‘It wasn’t dangerous.’

Three competitive sessions followed, and I didn’t get into any more trouble. There was a wide variety of cars in Tin-top Regularity, 22 of them, varying from an Austin 1800 to a Cobra Daytona replica. All of us were well behaved, with very few offs. I spent most of my time in the company of Mitch Groves’s turbo Ford Anglia. Mitch was learning the course, like me. I cautioned him against following my lines, which were probably weird because of my car’s tendency to oversteer, but he kept sitting behind me until he realised he was quicker!

We had a bit of excitement in our garage when George Taylor



Triumph special

managed to roll his Austin 7 Special, ripping a wheel off and putting himself out for the weekend. He was OK, and the car had little damage apart from the missing front corner. I managed to scrounge some bits and tools from old acquaintances so that his brother Gregg and I could get the wheel back on to put it on the trailer.

A nice surprise for me was that I came second in my last run and got a trophy. The consensus in the garage was that it was a moral victory, since I had recorded five accurate laps and the car that placed first only had three,

the others being disallowed for going under the minimum time – and therefore attracting no penalties!

I celebrated a little that night, and after an appalling night’s sleep I confessed to a hangover. But it wasn’t. It later proved to be Covid-19, which all of us in the house got.

Fate and a dodgy fuel gauge had one more surprise for us: we ran out of fuel between Benalla and Seymour, and John and Graeme had to flat-tow us (at 100 km/h, with a very short towrope) 40 km to the next fuel at Seymour.



## Historic Winton (Cont)

Waiting for the off



That night on the boat I was so cold that I got into bed with all my clothes and a puffer jacket on – at 6.30! I then spent the night alternately hot and cold, and my driving on the way home was – *not good*.

Still suffering from the after-effects – vertigo – as I write this.

Driving the car there and back saved me probably \$1000. Would I do it again? Hell yeah! Or Hell maybe. I'll see what the finances look like next year! My thanks to John King (who is not far off two metres tall) for squeezing himself into the car and for being a big help and a good companion throughout our little adventure.

The field for one of the regularity events. (The Peugeot 403 was a bit slow for vintage regularity, so they moved him in with the vintage cars.)







Knights makin' it up as he goes along. Jeff Hindle's heard it all before...

Another very successful event for the club: despite dreadful weather that came and went, and some residents who did the same, all 34 competitors got four runs.

Luckily for most of us it was raining when we nominated our times, and did so fairly consistently on every run.

Chatting with three-time winner David Capponi (Maserati) we realized we were the only ones still in the running for the Italian car trophy, and kept a close eye on each other's times ... but I had a sudden loss of four seconds on run 2, and that was the end of me! David wins again.

It's great to see such a huge va-

riety of cars and drivers in action, and as far as I know this is the only competitive event in the State where you do see that.

The Lufra of course adds its own magic with pleasant accommodation, good meals and great views and atmosphere.

What's not to like?








## CMI LUFRA REGULARITY HILLCLIMB 2024 Results



Car #	Driver	Car	Team	nom	run s	Run 1	Run 2	Run 3	Run 4	points	O/R Place
11	Kyle Hinz	2006 Subaru WRX STI		95	0	DNS				0	
41	Michael Clark	1923 Ansaldo Corsa 4CS	Full Chats	149	0	DNF				0	
51	Geoffrey Storr	1961 JWF Milano		95	0	DNS				0	
85	Darryl Bennett	2014 Toyota AE 86		95	0	DNS				0	
56	Nicolas Strafkos	1985 BMW E30 323i		96	4	96.22	96.47	96.2	95.06	27	1
14	Dean Buchanan	2001 Holden Commodore		97	4	97.66	96.86	95.48	97.88	48	2
15	Scott Bannister	1965 Hillman Imp		95	4	96.22	93.81	95.66	95.87	52	3
9	Garry Griffiths	2000 BMW E46-318i		95	4	96.89	95.37	93.8	95.73	54	4
2	Franklin Trouw	1974 Chrysler GB Galant	Senior Citizens	105	4	106.3	103.7	104.5	105.5	54	5
20	Edward Newton	1965 Jaguar E Type	Full Chats	93	4	95.86	92.14	93.26	94.37	64	6
314	David Capponi	2002 Maserati coupe		105	4	102.4	105.1	104.6	105.5	66	7
5	Ian Wheeler	2006 Mitsubishi lancer CH	Senior Citizens	100	4	100.6	98.87	102.7	99.36	67	8
8	Matthew McIntyre	1993 Mitsubishi CC Lancer		95	4	97.94	93.95	94.65	94.37	67	9
88	Philip Blake	1964 Fiat-Abarth OT1600		102	4	102.6	106.7	101.9	103.8	73	10
3	James Eddington	2003 Audi S3		89	4	90.9	87.45	90.8	90.39	81	11
525	Bruce Heron	1976 Triumph Dolomite Sprint	Full Chats	99	4	103.5	101.4	99.61	100.7	92	12
12	Mark Jones	1938 MG TA		112	4	110.6	110.4	111.2	113.8	94	13
1	William Griffiths	1973 Aston Martin V8	Tres Amici Scuderia	117	4	117.4	113.2	117.9	118	99	14
43	Andrew Goodwin	1992 Mazda 323		90	4	91.77	86.32	89.58	90.42	104	15
37	Matthew Roberts	1972 Ford Escort		110	4	117.2	111.7	110.4	109.3	107	16
10	Glen Rowlands	1968 BMW 2002		95	4	98.71	93.49	93.23	94.23	119	17
35	Jackson Rogers	2011 BMW 135i		95	4	101.5	98.18	95.26	93.73	126	18
36	Donald Fraser	1956 MG A		104	4	110.1	104.2	103.1	101.2	137	19
91	Austin Allison-Hall	1991 Saab 900 EMS		112	4	113.2	114.5	107.2	113.5	148	20
52	John King	1978 MG MGB	Tres Amici Scuderia	110	4	110.3	108.1	106.8	107.3	159	21
6	Michael Purdon	2006 Mitsubishi lancer CH	Senior Citizens	100	4	109.1	102.6	100.6	97.63	171	22
18	David Griffiths	2000 BMW 318i		90	4	98.15	93.1	93.21	93.43	179	23
17	Maxwell Griffiths	1998 Hyundai Excel		110	4	114	110.9	107.6	105.4	188	24
4	Glendon Clements	1977 Daimler Double Six	Tres Amici Scuderia	125	4	127	132.3	120.4	124.3	198	25
92	Tristen Munns	1990 Toyota Corolla		106	4	100.7	102.2	106	104.9	204	26
53	Gary Lucas	1983 Fiat Abarth Strada 130tc		94	4	95.08	91.69	91.06	89.52	205	27
21	Francis Spilsbury	1929 Stutz 1929 LaMans		125	4	135.7	130.1	128.5	127.8	221	28
62	Jeffrey Hindle	1995 Mazda Astina		101	4	98.19	96.72	97.94	98.86	246	29
42	Phillip Tompson	1966 Austin Healey BJ8		115	4	117.5	107.8	112.6	110.3	311	30
16	Tane Thomas	2006 Porsche Boxster S		91	4	88.23	85.44	85.95	85.17	384	31
13	William Buchanan	2001 Holden Commodore		102	4	109.5	96.94	94.82	95.4	453	32
31	Angus Haydon	2002 Subaru WRX		87	4	89.64	88.41	87.57	144.3	619	33
7	Adam Bloomfield	2001 Mitsubishi Lancer EVO		87	4	143.1	85.84	87.43	138.1	1100	34






**LUFRA REGULARITY HILLCLIMB Winners**

	First	Second	Third	First Classic >50 years	First Modern <20 years	First Italian	Driver of the day	First Team	#	Spirit of Lufra
2015	Adrian Morrisby & 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		Philip Blake	Rhys Filbee	n/a	43	
2017	Mark Barnett	Garry Griffiths	Ian Cunningham	John King		Pat Cullinane	Graham Russell	Bergmeister Clark, Hobden, Shearer	37	
2018	Casey Price	Josh Creese	Ed Newton	Ed Newton		Tristan Roberts	John King	Full Chats Clark, Heron, Cunningham,	35	
2019	Casey Price	Enrico Fidanza	Stuart Benson	Phillip Thompson		David Capponi	Ian Cunningham	PaAw Tompson, Capponi, Tompson	34	
2021	Rhys Silver	Garry Griffiths	Mathew Keating & Casey Price	Becher Townshend		Tristan Roberts	Chris Edwards	Bergmeister Stopczynski, Mayne, Hobden	44	
				<b>Shannons First Classic (&gt;50 years)</b>						
2022	Geoff Storr	Tristan Roberts	Becher Townsend	Tristan Roberts		Geoff Storr	David Capponi	Tungatinah Sheep Dippers Capponi, Newton, Thompson	33	Bill Griffiths
2023	Mark Brooks	Jack Perry	James Eddington	Mark Brooks		David Capponi	John Madigan	Tres Amici Scuderia		Mike Clarke & David Rose
					<b>Shannons First Modern (&lt;20 years)</b>					
2024	Nicolas Strafkos	Dean Buchanan	Scott Bannister	Scott Bannister	Ian Wheeler	David Capponi	Edward Newton	Senior Citizens Trouw, Wheeler, Purdon	38	David Button

n/a= not awarded

2024 First Lufra Hillclimb Competition Results Website



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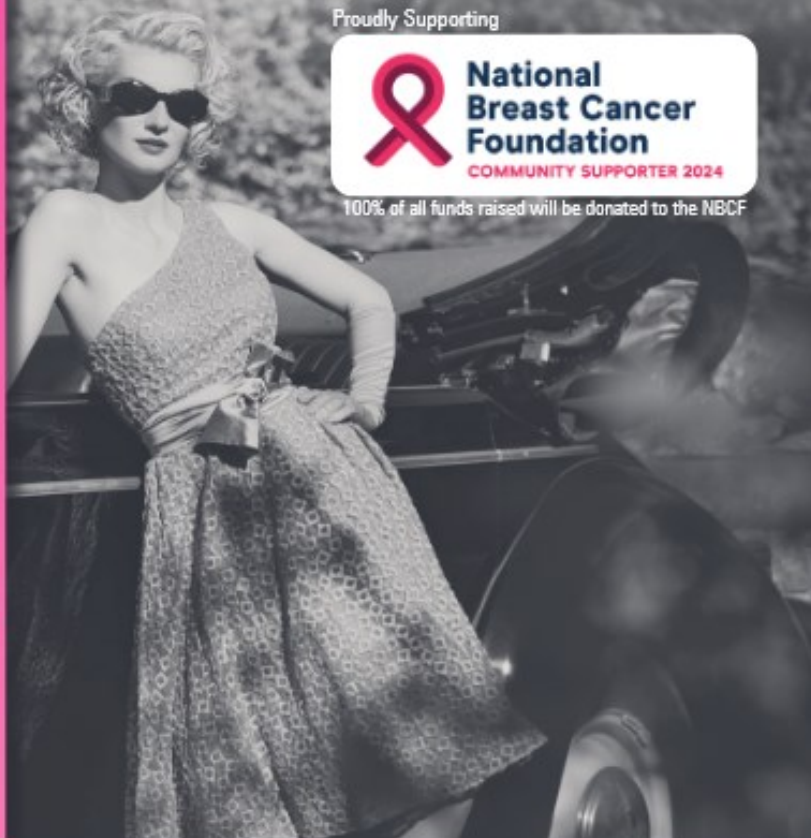
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that you refer to me,  
that results  
in a sale.

**stuart benson**  
PROPERTY CONSULTANT  
**0412 868 979**  
[sbenson@petrusma.com.au](mailto:sbenson@petrusma.com.au)

15 Shoreline Drive, Howrah 6247 7877

