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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

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In this issue I have resisted the temptation to give you the whole story of the melted maelstrom that lurked under the dashboard of my race car after our last Baskerville meeting. But there are hints.

And there are still a lot of wires under there that as far as I can see aren't doing anything—except possibly planning more trouble. I'm not game to cut them off until I have everything working,

The Historics are coming up, and at the moment I don't have a tacho or an oil light, so I'll either get them fixed or hope for the best.

I've included the whole entry list, so have a look through at all the delicious cars, and look out for CMI members. There are quite a few of us.

By the time you get this it will all be over, I guess. I hope that if you visited us in the pits we were hospitable!

The Domain Hillclimb as usual was a great event, with a massive entry and a very good spirit among the competitors. I think that's the main reason why so many people from other clubs come to our events, and help out with them. We never forget that we're all there for fun.



Above is another picture from the Winton Historics, sent to me by a friend, Ross Allen, whom we met there. And below is the VW he would like to run at the next Historic Winton. He wanted my opinion on whether they'd let him in. What do you think? (It's a flatheadV8.)



Presidential Patter

A few notes covering the past, present and future.

We had a most enjoyable country drive in September from Moonah to Orford via Rekuna, Brandy Bottom and Levendale with some great driving roads. There were instructions to fol-

low and cryptic clues to identify. By now we will have run the Domain hillclimb, always a fantastic event. Coming up at the November meeting will be the election of next year's committee. This is your chance to have input into our club: vote the cur-

rent group out, vote them back in, stand for a position yourself—it is always healthy to have new input.

Thanks

Graham

Orford run—Graham Mitchell

On Sunday 29 September, 11 teams gathered for pre-event coffees for the navigation/ cryptic run to Orford. All the participants were given route instructions with 23 cryptic clues to identify along the way.

I planned a route, little travelled, which included some wonderful driving roads. The descent to Brandy Bottom, the steep hill-climb from Eldon up to Hungry Flats, and the section from Whitefoord through



to Runnymede being especially fun.

Tasmaps and Google maps have a different attitude towards road signs depending on who puts them up. Same bit of road is either C313 or C312. This did cause confusion for some, but all made it to lunch at Orford.

The winning team was once again the Lucas family – Gary, Gabrielle and Alex – with 21 points. They have offered to organise the next one. In equal second were David Button with John Madigan and Franklin and AnnMaree Trouw with 19 points. Kim and Mary Briggs with grandson Jake came in with 18, Alistair and Juanita Watson 16, Chris Edwards with Peter Shaw and Andre with Rachel both on 15, James Edding-



ton (on his own) 12, Gary Forward and partner on 10, Nic with Ben on 9 while Austin was too busy enjoying the drive on his own to fill out the form and Calum Madigan, with his parents Rob and Fiona, was too busy adding to his licence logbook.

All in all, a great day.

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‘We’ll do one more lap!’

In late July, I was set to take some passengers for hot laps around Baskerville to show off the ‘new’ Sud’s capabilities.

After a lot of work, I had the passenger side well equipped for humans, featuring a race seat, harness and footrest. I’d had a successful test drive the day before the event, and felt I was ready to hit the track! I then decided to make one last change, adding a footrest in the driver’s side, as I was fed up dangling my left foot in the footwell. It was a straightforward install: simply had to screw it to the transmission tunnel, and job done! Or so I thought ...

As I left for the track, the gear-box was making an awful noise; it sounded like it had straight-cut gears, which it doesn’t. Which

indicated a very unhappy gear-box. After a couple of kilometres I pulled to the side of the road, took the front wheels off and had a good look at potential culprits, but to no avail. To add insult to injury, I damaged the thread in one of the wheel bolt holes in the hub. This experience was only a little bit heartbreaking, as my week of work was just thrown out the window. Fortunately, I have access to a spare race car!

Once I was back home, feeling very flustered and in a hurry, I unpacked my Sud, and loaded up Dad’s red Sud.

It was nice being back in Dad’s car after a few months out of it. It is much more civilised than the green car, it has a nice interior, it’s quiet and bits don’t fall off after 20 minutes of driving (occasionally a problem in the

green Sud).

When I got to the track, a bit later than I had originally intended, I was joined by our very own Club Captain Omar, who also happened to be a bit late!

Before I went out, I witnessed someone put their clubman in the wall down the back straight. After that very real reminder of how quickly things can go wrong, I got in the car and began driving towards the pit lane. But the moment I reached the pit lane, the car cut out. No lights, no power, no nothing, conveniently stopping in a spot that blocked anyone else from accessing the pit exit. In my panic, I tried to push the car to one side. While doing this, I tripped, fell, and bent one of the stalks behind the steering wheel.

Witnessing my struggle, fellow

CMI member James came over and helped push the little Alfa. Once it was out of the way, we tried to start it. First with a jumper pack, then with jumper leads running off James's Audi, followed by a last-ditch effort to bump-start it, but all to no avail.

Luckily, my family was coming out, and after they arrived, we turned around and went off to buy a new battery. An hour later the Alfa had life!

After this fun little experience, it was smooth sailing. I took everyone who wanted a lap around the track out. In the final session of the day, I took a good school friend for a second session. As we were going around, the car was feeling good, and while I usually stick to five-lap sessions, I offered 'One more lap!' to make it six. I knew this car was perfectly capable of doing

more than five laps, so I had no concerns whatsoever. But as I came into the final corner of lap six, I hit the brakes a little later than I had been, just to scare my passenger that little bit more. But the moment I went to power out of the last corner, something felt strange, and almost immediately the oil pressure light came on. Straight away I shut the car off. There was no rattling yet, but I knew exactly what had happened. The oh so troublesome big end bearing had failed yet again. I was desperately hoping it was just a fluke, so I let it cool down in the pits for a while. After half an hour I couldn't wait any longer, and restarted the car, but this just confirmed that it was indeed a big end failure, with some very subtle knocking in the bottom end.

This all started from one, unnecessary, untested modification to the green Sud. As it turned out, had I not installed that bloody footrest, I wouldn't have used Dad's car, which means Dad would still have a working race car (for a little while longer anyway), which means we wouldn't have to take the engine out, yet again! (After investigations a few days later, the green car's whining gearbox was actually just the screws from the footrest vibrating off the side of the gearbox.)

Thank you to James Eddington, for risking his very complicated German electrics to try to jump-start the Alfa, also a huge thank-you to Graham Mitchell for giving up his Sunday to come and rescue the car from Baskerville.

The Sud Saga continues ...



See next pages for John's first foray into racing—these pics by CallanRS2000 Motorsport Media

After a year and a half of competing in regularity I decided, with some encouragement from others, to try racing. So in the break between events, I decided to make the step up into Improved Production.

I knew it was going to cost a bit of money, but I was surprised just how much I had to spend, so here is a run-down of cost to give you an idea:

Race licence - \$550, Medical - \$150, Race gear - \$300, Roll cage - \$3,000, Tyres - \$1000, Logbook - \$130ish.

This breakdown doesn't include the development already put into the car, such as race seat, harness, suspension etc. Nor does it include the eye-watering entry fee. To save a bit of money, I bought all the race apparel second-hand, saving around \$800. Tyres were also an area where I tried to save a bit, going with a 14" tyre size as opposed to a 15", saving \$50 a tyre.

My main takeaway from this is that 'motor racing is expensive'; who would have thought! After emptying my bank account (literally) and developing a case of PTSD from the tight budget and time frame, I found myself on the Improved Production entry list for the 5th round of the Tasmanian Circuit Racing championship.

Before the event got under way, Darryl Bennett offered to save me a spot in the pits next to Mary White, creating a small team garage. This gesture was greatly appreciated.

The event started off with Friday practice. I had lots of anticipation leading into the event. It was my first time driving the car with a full roll cage, as well as trying the Yokohama AO50 semi-slick,

'The best semi-slick money can buy'. First impressions were good, the chassis feeling even stiffer than before, and the tyres gripped like nothing else. I was feeling quite positive about my investment ... until I saw the lap times: 1:08.1, a full second off my pb! This did (and continues to) confuse me. I thought it might be the extra weight the cage brought in, but it's not much heavier, since I took 20 kg of sound deadening out.

Diagnosis: too much grip – apparently the car doesn't have enough slip to power out of the corners. Despite how it feels, comparing the onboard between the AO50 and the previous tyre I used (Federal 595 RSR), it's plain to see.

Saturday morning – Qualifying was wet, which is good if you're in an under-powered car fitted with tyres that have too much grip. As the track started to dry out, the Sud began to punch above its weight, I was able to carry more speed than most through the turns, and the wet patches down the straight were of no concern to me. In the dying minutes, the track began to grip up. Unfortunately, on my final flying lap, a faster car overtook me, impeding both of us. Frustratingly, this proved to be my fastest time. It left me one second off a Ford Escort, a car capable of going 6 seconds a lap faster on a dry circuit. Regardless, I was happy to qualify ahead of the last row.

Race one – One difference in racing is standing starts,

as opposed to rolling ones in regularity. Sounds simple enough, but let me tell you, trying to remember your grid position, and then having to find it, is more difficult than it sounds.

My closest competitor this weekend was Mary White, who was driving a Mitsubishi Mirage. I was able to qualify ahead of her, and I had had a sizable advantage through the corners, but she was capable of gobbling me up on the straights. On the race start, I went for an aggressive strategy, moving to the inside of the track to deter any attacks through turn 1. I then focused on building a gap through the esses, even bothering a few of the big boys, before reaching the hill, which was borderline depressing. My aggressive start had worked, and I was able to finish ahead of Mary.

Mary, not overly impressed with my previous start, was keen to make amends for race two.

Lights out! I got the jump off the start, but the power of the Mirage allowed Mary to get ahead into the first corner. I managed to come out in front before the bottom of the hill, and we went side by side through Skyline, forcing me to go defensive for Calvins. I kept ahead leading onto the straight, but being so close, she was able to power ahead before the next corner.

I spent the next three laps closely following, at times getting alongside, but not ahead. Around lap 4, I got a good run out of Turn 1, and sent it around the outside of Mary, making the move stick, and keeping ahead for the rest of the lap. We would spend the next three or four laps trading places. I would build a



gap through the first half of the lap, and Mary would reel me in down the straights. A great display of the strengths and weaknesses of the two different cars. we spent a lot of time side by side in that race. On the last lap, I got held up from a faster car coming to lap me, which left me vulnerable going down the back straight. I kept ahead going into the final corner, but she was close, and once Mary got the power down, there was nothing I could do but watch her pull away to the finish line.

After the race, I couldn't help but feel proud of what had just been achieved. Having such a great race made the cost, the time and struggle getting to the grid all worth it. Looking back on it, I get a great sense of joy (and a bit of adrenalin) from that day.

Sunday was a bit more of a struggle for the little Alfa. It seemed to lose some power after the hiding it had copped the day before. Mary also put her race face on, finishing ahead of me in all three races. In race 4, there was a crash up ahead, which put oil down in the last corner. This helped me stay with Mary, but I couldn't get close enough to make a move. Race 5 was much

the same, but I was able to claw back some lap time to get into the mid 1:07s, still a few tenths off my pb. In the end, I finished the weekend 4th on points, with Mary coming home 3rd, out of 6 entries in class.

The takeaway from all this? Compared to regularity, racing is an expensive way to become a whole lot less competitive. However, very few forms of motorsport can compare to racing. The second race on Saturday was the most fun I've ever had in a car, and I believe it was worth every dollar!

A huge thank-you to the following people for helping create a bright green Italian race car, as well as supporting me during the race weekend:

Darryl Bennett

Steve Caplice

Warwick Hughes

Robert Madigan

Graham Mitchell

Stewart Peacock

Daniel Spain

Photos – CallanRS2000 Motorsport Media



My attempts to fix the melted electrics in the OT 1600 lasted right up until the night before the Domain Hillclimb.

At Lufra I had the electric fuel pump working, but it only turned off when the ignition was manually turned off—which is not good if you hit a tree. So on Rob McIntyre's advice I bought a Peel CP30, a little gadget for turning the LPG off and on in gas-powered cars, and attempted to wire it up. My first attempt ended up with more melted wiring, and then Lew Bush came in to give me a hand. This ended up taking two visits. Lew's comment: 'It's not completely right yet, but we're not trying to fix anything else the night before race day.'

So I had no rev-counter and a leaky brake booster on the day, with a cheap digital speedo to keep me legal.

But it ran. And ran well. The starters told me that on one of my take-offs, the front wheels were completely off the ground!

So my disappointing times were down entirely to me.

Son John (green Honda Civic) - who was four seconds faster than me at the time—suggested using 'some third gear action', which worked, with a time reduction of 1.5 seconds immediately, and another second after that.

We could not have asked for better weather or a more capable and enthusiastic band of officials—especially when Adam Bloomfield hit a tree during the morning runs, injuring both himself and his car. (He escaped with minor injuries but needed some TLC.)



Mark Jones — 1938 MG TA—
whose driving impressed the tough crowd at the top of the hill.

Everybody waited patiently for the track to be cleared and Adam to go off to hospital, and then we were back in action.

There was a day-long battle between Garry Griffiths and Stuart Benson, both in WRXs, with Benno coming out on top by the thickness of a turbo blade, and Garry taking Driver of the Day for his efforts.

Thanks to efficient work by the organisers and a certain urgency on the part of competitors, we managed six runs, which was more than anyone could have expected.

This was especially good considering the field—47 entries, with 45 turning up to compete!



Gary Lucas — Fiat Abarth 130
TC Strada—2nd class B

Domain Hillclimb Results

Car #	Driver	Car	Class	# runs	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Best	Outright	Class	Ital Class
2	Robert Van Der Niet	1991 Honda CRX White 1590cc	A	6	54.59	53.57	53.68	52.88	52.61	52.22	52.22	17	1	
19	John Blake	1999 Honda Civic Green 1590cc	A	6	56.48	54.94	54.42	53.09	53.54	52.85	52.85	21	2	
76	John Madigan	1977 Alfa Romeo Alfesud TI Green 1490cc	Aa	4			56.44	55.10	53.97	52.97	52.97	23	3	1
23	Hamish Elliot	2006 Hyundai Getz White 1599cc	A	6	56.30	56.10	54.21	54.55	55.02	53.84	53.84	27	4	
20	Matthew McIntyre	1993 Mitsubishi CC Lancer White 1468cc	A	6	58.35	71.27	57.65	56.29	55.92	55.68	55.68	31	5	
11	Will Sinclair	1998 Hyundai Excel White 1500cc	A	6	60.65	58.21	57.84	56.37	56.42	56.60	56.37	33	6	
13	Alexander Kehli	1984 Toyota Corolla Red 1290cc	A	6	61.67	59.40	58.45	61.06	58.44	57.51	57.51	39	7	
16	Mark Jones	1938 MG TA Green 1300cc	A	6	66.98	62.35	61.68	62.67	62.88	61.71	61.68	42	8	
18	Rhys Silver	1998 Honda Civic Silver 1800cc	B	6	55.42	55.60	53.05	53.47	52.94	75.72	52.94	22	1	
53	Gary Lucas	1985 Fiat Abarth Strada 130tc Black 1995cc	Bb	6	55.98	57.04	55.25	53.71	53.66	56.14	53.66	26	2	1
86	Craig Wright	2012 Toyota 86 White 1998cc	B	6	55.42	54.56	54.03	53.99	54.59	54.43	53.99	-28	3	
14	Mark Brooks	1970 Datsun 1600 White 1800cc	B	6	56.63	55.43	54.88	56.52	55.11	54.20	54.20	30	4	
10	Glen Rowlands	1968 BMW 2002 White 1990cc	B	6	61.56	57.74	56.72	56.11	56.08	55.71	55.71	32	5	
525	Bruce Heron	1976 Triumph Dolomite Sprint Yellow 1998cc	B	6	57.61	57.31	57.74	56.55	56.43	57.22	56.43	34	6	
88	Philip Blake	1964 Fiat-Abarth OT1600 Yellow/Red 1995cc	Bb	6	59.01	60.10	59.35	58.64	57.43	57.49	57.43	-37	7	2
147	Graham Mitchell	2002 Alfa Romeo 147 Black 2000cc	Bb	6	60.06	59.35	58.30	58.97	60.11	59.51	58.30	40	8	3
52	John King	1978 MG MGB Yellow 1872cc	B	6	66.42	65.29	64.52	65.40	65.40	64.32	64.32	44	9	
22	Stuart Craft	2013 Skoda Fabia Silver 1400cc	C	6	53.13	53.24	52.38	53.70	52.59	52.40	52.38	19	1	
1	Jason Winter	1977 Datsun 260Z Blue 2800cc	C	5	58.37	56.32	54.31	53.99	54.76		53.99	-28	2	
56	Nicolas Strafkoc	1983 BMW E30 323i Alpine 1 White 2700cc	C	6	60.31	58.33	58.75	58.06	56.91	57.10	56.91	35	3	
8	Christopher Edwards	2003 SMART Roadster yellow 700cc	C	6	70.55	63.86	66.81	63.56	63.60	65.69	63.56	43	4	
25	Ricky Scott	1997 Ford Falcon Blue 3984cc	D	6	55.21	54.85	54.12	54.15	53.23	53.30	53.23	25	1	
6	William Buchanan	2001 Holden Commodore Silver 3791cc	D	6	64.29	58.18	58.80	57.29	58.94	58.79	57.29	36	2	
4	Jullian Tolgo	2006 BMW Z4M Red 3200cc	D	6	61.63	66.32	61.29	59.72	57.43	57.86	57.43	-37	3	
186	Patrick Cullinane	2018 Lotus Exige 410 White 3500cc	E	6	50.69	52.05	49.48	49.21	47.99	46.88	46.88	3	1	
80	Damien Moore	2025 Nissan 350z White 3498cc	E	6	49.27	49.44	47.94	48.49	48.10	47.77	47.77	4	2	
410	Michael James	2020 Lotus Exige 410 White/Black 3500cc	E	6	52.48	51.93	51.30	51.48	50.60	50.94	50.60	9	3	
35	Jackson Rogers	2013 BMW 135i Blue 3000cc	E	6	54.57	52.62	51.98	51.60	51.54	51.06	51.06	10	4	
66	Alexander Murray	2018 BMW M140i Blue 3000cc	E	6	57.85	54.68	53.84	53.54	53.03	52.27	52.27	18	5	
26	Michael Larkin	2021 Ford Mustang Red 5000cc	E	4	57.52	56.32	55.94	52.83			52.83	20	6	
42	Michael Elliott	1993 Mazda RX7 Dark Blue 3500cc	E	6	58.80	56.35	54.33	55.11	55.75	53.20	53.20	24	7	
24	Glendon Clements	1977 Dalmier Double Six Tudor White 5700cc	E	6	74.83	79.64	78.83	74.85	76.86	77.74	74.83	45	8	
918	Stuart Benson	2002 Subaru STI S202 Blue 1998cc	F	6	52.09	46.85	46.68	46.60	46.44	45.59	45.59	1	1	
3	Garry Griffiths	1999 Subaru WRX Silver 2000cc	F	6	47.62	48.13	47.39	46.55	46.02	47.72	46.02	2	2	
15	Andrew Jacques	2012 Nissan GTR White 3800cc	F	6	51.15	50.03	48.98	48.18	48.15	48.18	48.15	5	3	
12	Anthony Genge	2016 Volkswagen Golf R White 2000cc	F	6	53.41	50.33	48.55	49.94	50.03	50.17	48.55	6	4	
32	John Davidson	2020 Volkswagen Golf R White 2000cc	F	6	50.70	49.22	49.99	49.08	49.25	49.13	49.08	7	5	
31	Angus Haydon	2002 Subaru Wrx Black 1994cc	F	6	50.96	54.15	50.08	50.69	49.86	49.25	49.25	8	6	
9	Nick Davidson	1998 Subaru WRX White 2000cc	F	6	56.49	54.84	55.47	52.58	52.59	51.10	51.10	11	7	
5	James Eddington	2003 Audi S3 Black 1800cc	F	6	55.38	53.31	53.60	52.33	51.51	51.55	51.51	12	8	
50	Enrico Fidanza	2010 Subaru Impreza Blue 2500cc	F	6	56.50	53.42	54.24	52.92	51.75	51.55	51.55	13	9	
21	Matthew Luck	2014 Audi S3 Red 2000cc	F	6	55.18	52.05	52.99	53.40	52.11	52.65	52.05	14	10	
43	Andrew Goodwin	1992 Mazda 323 Red 1800cc	F	6	55.97	53.86	53.63	52.10	52.90	52.88	52.10	15	11	
27	Byron Saunders	1991 Nissan GTIR Black 2000cc	F	6	57.52	53.17	54.51	53.47	52.57	52.14	52.14	16	12	
17	Adam Bloomfield	2001 Mitsubishi Lancer EVO White 1997cc	F	1	58.68						58.68	41	13	



Fulcrum Robotics Domain Hillclimb 2024 Results



Baskerville Historics competitors



Spirited Demonstrations – Bulk Nutrients			
No.	Name	Car Type	CC's
7	Owen Kelly	Brabham BT58 F1	3500
8	Adam Gowens	Brabham BT58 F1	3500
67	Daryl Hurd	Lotus 70B F5000	5000
39	Lachlan Thomas	Begg FM2 F5000	5000
66	Phil Shepherd	Chevrolet Monza	6000

Baskerville Classic Sprints – ACL Bearings			
No.	Name	Car Type	CC's
2	Graham Russell	Holden Torana SLR5000	5044
9	Armin Baier	Ford Cortina	2000
15	John Bennett	Holden Torana	5044
19	Benjamin Lockley	14737 Holden Torana	5000
24	Michael Bates	10721 Holden Torana	5000
25	Malcolm Rixon	Holden Commodore	5000
33	Paul Degen	5397 Volvo 242 GT	4200
36	Grant MacIwin	Toyota Sprinter	2300
50	David Rowell	16216 Holden Commodore	1998
58	Christopher Temby	5922 Holden Gemini	1998
67	Pat Reid	Torana XU1	3300
71	Stephen Hodgkinson	Holden Torana	2500
77	Darren Stoward	13438 Torana X-U1	3310
88	Jason Winter	13648 Datsun 2602	2800
91	Tony Sutcliffe	Datsun 1600	2000
97	Christopher Wiggins	Fiat 124	3800
98	Jason Christian	Ford Cortina	1500
153	Robin Bond	Datsun 1600	1595
188	Phillip Blake	Fiat-Abarth OT1600	1995
525	Bruce Heron	Triumph Dolomite Sprint	1998

Hounds of Baskerville Regularity – Sheds n Homes			
No.	Name	Car Type	CC's
8	Ian Russell	Morris Cooper S	1275
23	John Russell	Ford Cortina Mk1	1600
25	Kate Priest	Morris Mini Deluxe	1100
26	Darryll Wilcox	Holden FX	2200
27	Gregory Hurd	Holden FX	2400
32	Shane Manley	Holden FE	2000
33	Scott Wilcox	Holden EH	2995
39	Rocky Carosi	Jaguar MK2	4200
40	Ellis French	Holden FJ	2200
41	Christopher Fitzgerald	10715 Morris Cooper S	1330
60	Jeffrey Hindle	14697 Holden FX 48-215	3300
88	Graeme Springer	15929 Holden FJ	4600
97	Trevor Grace	Holden FX	2200

Regularity Sedans – Penrite			
No.	Name	Car Type	CC's
98	Jason Christian	9866 Ford Cortina	1500
141	Michael Dawson	11963 Vauxhall Viva	3042
146	Matthew Whyte	Holden FX	2250
253	Michael House	Holden FX	4200

Regularity Sports & Racing Cars & Invited – Kingston Auto Repairs			
No.	Name	Car Type	CC's
3	Mark Dilger	10586 MGB Roadster	1798
13	Rodney Creed	11185 PR8 Clubman	1587
21	Graeme Pitt	Rennmax BNG	1990
26	Robert Curran	7538 Elfin 623	1593
27	Alan Fitzpatrick	LeChalutier	4995
34	Cameron Howie	MG MGB	1800
36	Donald Fraser	Clubman Locost	1995
42	Helen Gibson	Chester Mark 6	1598
51	Geoffrey Storr	JWF Milano	3500
80	Ben Crowley	PR8 Clubman	1960
103	Robbie Mills	PR8 Italia	2445
250	Warren Slater	Fordari Sports GT0 250	3000

Muscle Car Cup – Thomas Parker Rare Spares			
No.	Name	Car Type	CC's
4	Leigh Forrest	1828 Toyota Celica	3400
6	John Marjgen	14699 Alfa Romeo Alfaud T	1490
7	Kyle Smith	10732 Datsun 1200	2000
9	Gregory Hayes	15717 Ford Escort Mk2	1993
13	Danny Hills	16046 Ford XD Phase Five	5800
16	Connor O'Shea	15195 Holden VK Commodore	5700
18	John Bowe	Holden Commodore V	6000
20	Stuart Brinsmead	10520 BMW E30	2990
22	Gary O'Brien	Holden VB Commodore	5000
38	Stephen Boustead	16016 Ford Escort	2000
49	Leon Duggan	13075 Ford Escort Mk1	2000
51	Brendan Dimsey	BMW E30	4605
55	Matthew Carey	339292 Holden Commodore	5000
60	David Waldon	5688 BMW E30	3000
68	Julian Steinhauer	Datsun 1600	1998

Classic Formula Libre – SRT Logistics						
No.	Name	Dorians	Car Type	Cat	Car Sponsor	CC's
12	Lindsay Mureft		Spectre Hepburn	FV		1200
17	Clinton Turnbull	14537	Turnham Rotary Club	2A		1300
26	Paul Stokell		Reynard Formula Fort	Fc		1596
27	Wayne Clark	6274	Lotus S1	Fa		1597
44	TBA	5204	Elfin Crusader	FV	GT Painting	1198
47	Richard Gray	1894	Bee Cee Jabiru	FV	Turnbull Motorsport	1200
54	Ben Gunnhill	9996	Hadley Clubman	2A		1300
70	Paul Baily		Formula Ford When	Fb		1600
82	Nathan Lovell		Reynard FF	FF		1600
97	Terence Burdon		Nota F3	Q	BJ Banks, Ring Eng, Trix Orange	1298

F5000 Group Q&R & Invited – SRT Logistics						
No.	Name	Dorians	Car Type	Cat	Car Sponsor	CC's
5	Darryl Hurd	14845	Ralt RT-4	R		1600
6	Scott Biles	15597	Reynard 923	Inv	Ellipsis Boats	2000
7	Matthew Roberts	9936	Dallara F3	Inv		2000
8	Kevin Miller	2742	Modus Formula Atlan	Q		1660
9	Jeremy Dyer	11386	Cheetah Mk8	R		1600
9	Phillip Sutton	15616	Ralt RT35	Inv	Golf Electrix	1996
11	Bill Hemming	6090	Elfin MR 8	F5000	Elfin Heritage Centre	5000
14	Steven Willing	9550	March 793	R	Bonds Coats Paton	1600
24	Paul Zaszyn	9210	Lola T332	F5000		5000
25	Geoff Sherriff		Cheetah MK7	R	Forsyth Twins	1600
49	Gregg Taylor	11405	Cheetah Mk6	Inv		1588
74	Dean Carmm	13115	Chevron B24	F5000		5000
80	Noel Clark		Cheetah MK8	R	Forsyth Twins	1588

Group S & Invited – Events Tasmania						
No.	Name	Dorians	Car Type	Cat	Car Sponsor	CC's
3	Tom Weiszb	9160	Porsche 928	Sc		4500
7	Alexander Webster	12025	Porsche 911 Carrera 2	Sc	Porsche Classic Racing	2687
9	Richard East	12828	Porsche 911 Carrera 2	Sc		2994
10	Honnit Pitt	13029	Porsche 914-6	Inv	Launceston Towing	2700
15	Graeme Louk	2718	MG MGA	Sa		1632
23	Mick Williams		Datsun 240Z	Inv		2824
30	Adrian Hodgetts	11632	Datsun 240Z	Inv		2967
34	William Townshend	5494	Austin Healey 3000 M	Sa	Font Public Relations	2910
40	James Calvert Jones	11176	Porsche 911 Carrera	Sc	Jimjoca Motorsport	2993
47	Andrew Gibson	2889	Triumph TR3A	Sa	Ecurie Triumph	2188
50	Ryan Curmick	9555	Porsche 911E	Sb		1991
55	David Baker	13410	Chevrolet Corvette	Sb	Motor Oils	5350
59	William Robinson	9884	Porsche Carrera 3.0	Sc	Honeycutt Racing	3000
73	Peter Boylan	12187	Porsche Carrera 3.0	Sc		2993
75	Lincoln Spurr	5595	MG B	Inv	Radiator Plus	4600
101	Christopher Komor	5950	Austin Healey 100	Sa		2660
555	David Cunneen	13899	Porsche Carrera 3 litr	Sc		3000
666	David Anderson		MG B Roadster	Sb	Aussie Pools maintenance: Red	1860

Small Ford Only – Tifford Auto Group						
No.	Name	Dorians	Car Type	Car Colour	CC's	
3	Julian Bingley	7557	Ford Cortina	White	1597	
9	Gregory Hayles	15717	Ford Escort Mk2	Blue	1993	
19	Lachlan Thomas	3366	Ford Mk1 Escort	White/ Red	1300	
26	Terrence Morling	14546	Ford Escort rs2000	Red	2000	
38	Stephen Boustead	16016	Ford Escort	Green	2000	
49	Leon Duggan	13075	Ford Escort Mk1	White	2000	
76	Adrian Wilson	10628	Ford Cortina Mk2 240	Blue	1600	
77	Wayne Monson		Ford Escort	White	2300	
79	Scott Cleaver	12485	Ford Mk1 Escort	White/ Orange/ Black	1999	

Sports Sedans – BSelect Moonah						
No.	Name	Dorians	Car Type	Car Colour	CC's	
23	John Douglas	14817	Holden Gemini Coupe	Black/ Red/ Yellow	3450	
29	Michael Cross	13492	Rover Vitesse	Red/ Orange/ WH/ 6000	6000	
34	Bradley Chick	13044	Holden Commodore	Red/ White	6000	
36	Daniel Slater	1893	Holden Torana XU1	Blue	5610	
51	Steve Gengeil	11037	Holden Commodore VL	Blue	6000	
55	Matthew Carey	339292	Holden Commodore	Blue	5000	
73	Lance Jones	7237	Torana Hatchback	T. E. Lize Blue	5900	
93	Anthony Barnett		Lexus IS 200	Orange/ Silver	3968	
99	Jarrard Fleming	3014	Nissan 300ZX	Red	5100	

Group Nb & Nc Touring Cars – Shannons						
No.	Name	Dorians	Car Type	Cat	Car Sponsor	CC's
1	Phillip Ashlin	3803	Holden Torana XU1	Nc		3298
2	Richard Haddit	11510	Morris Cooper S	Nb	Gibbs Racing	1299
3	Julian Bingley	7557	Ford Cortina	Nb		1597
4	Warren Bryan	1347	Holden Monaro GTS	Nc	WD Bryan Joinery House	5700
5	John Talbot	3486	Ford Mustang	Nc	Imagine Motorsport	4913
13	Jack Perry		Morris Cooper S	Nb		1299
14	Matthew Sutton	11229	Holden Torana XU1	Nc		3300
19	Lachlan Thomas	3366	Ford Mk1 Escort	Nc	Team Vegan Nurse Racin	1300
37	Scotty Taylor	4027	Holden Torana XU1	Nc		3300
42	Chris Garrard		Austin Cooper S	Nc		1310
43	Leigh Woolley	11753	Holden XU1 Torana	Nc		3300
44	Joe Calleja		Ford Mustang	Nc		5766
69	Darren Pearce	4712	Chev Camaro	Nc	Lettuce lover	5700
73	David Brown	11956	Datsun 1600 SSS	Nc	Brown Davis Motorsport	1653
76	Adrian Wilson	10628	Ford Cortina Mk2 240	Nc	Southwick Classics	1600
77	Darren Stoward	13438	Torana XU1	Nc	Tightspot Excavations	3310
91	Jeremy Bennett	1908	Morris Cooper S	Nb		1298
169	David Ralph	7959	Morris Cooper S	Nb	Gibbs Racing	1299
191	Derek McLaughlan	6562	Datsun 1600	Nc		1600

2016 Ford GT—Philip Blake

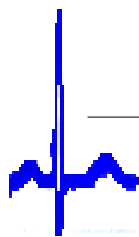


For Fathers' Day this year my kids gave me something I was not expecting—a Lego Technic 1/8 scale kit of the last Ford GT—the turbo V6 one.

It has 1466 pieces, and something like 450 instructions, and the 3-week building process proved a bit addictive!

The finished model looks a bit of a Frankenstein version of the original's swooping beauty, but it does have a transparent engine with moving pistons and crankshaft, a working diff, steering, cockpit controlled rear wing, opening doors and working double-wishbone suspension.





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