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1 January to 31 December Social \$45 Motorsport/Competition \$65 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. 7 pm on the last Tuesday of

CMI's AGM is generally held at 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

Disclaimer

While every effort is made to ensure the accuracy of the information, advice and responses in this newsletter, neither Club Motori Italia Inc nor its officers or members accept liability for any loss or damage arising.

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SHARE THE PASSION

2

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 al 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.



Sunday 15th December 10.30am till 2.30pm

10.30am till 2.30pm King Street Oval - 20-30 King St - Campbell Town

All cars from 1900 to 2024 standard & modified most welcome to attend Major Raffle Draw \$250.00 Tas Plates Voucher

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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 gearbox was making an awful noise; it sounded like it had straight-cut gears, which it doesn't. Which indicated a very unhappy gearbox. 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 ...





November/December 2024

TCRC Round 5

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 apposed 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 onboards 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 underpowered 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



Domain Hillclimb—Philip Blake

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.)



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!



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	Α	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	Α	6	56.48	54.94	54.42	53.09	53.54	52.85	52.85	21	2	
76	John Madigan	1977 Alfa Romeo Alfasud TI Green 1490cc	Aa	4			56.44	55.10	53.97	52.97	52.97	23	3	1
23	Hamish Ellot	2006 Hyundai Getz White 1599cc	Α	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	Α	6	58.35	71.27	57.65	56.29	55.92	55.68	55.68	31	5	
11	Will Sinciair	1998 Hyundal Excel White 1500cc	Α	6	60.65	58.21	57.84	56.37	56.42	56.60	56.37	33	6	
13	Alexander Kehl	1984 Toyota Corolla Red 1290cc	Α	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	Α	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	В	6	55.42	55.60	53.05	53.47	52.94	75.72	52.94	22	1	
53	Gary Lucas	1985 Flat Abarth Strada 130tc Black 1995cc	Вb	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	В	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	В	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	В	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	В	6	57.61	57.31	57.74	56.55	56.43	57.22	56.43	34	6	
88	Philip Blake	1964 Flat-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	Вb	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	В	6	66.42	65.29	64.52	65.40	65.40	64.32	64.32	44	9	
22	Stuart Craft	2013 Skoda Fabla Silver 1400cc	С	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	С	5	58.37	56.32	54.31	53.99	54.76		53.99	-28	2	
56	Nicolas Strafkos	1983 BMW E30 323I Alpine 1 White 2700cc	С	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	С	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	Julian 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 Ellott	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 Gelf 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		50.08			_	_	8	6	
9	Nick Davidson	1998 Subaru WRX White 2000cc	F	6	56.49				52.59			11	7	
5	James Eddington	2003 Audi S3 Black 1800cc	F	6	55.38							12	8	
50	Enrico Fidanza	2010 Subaru Impreza Blue 2500cc	F	6	56.50		54.24		51.75			13	9	
21	Matthew Luck	2014 Audi S3 Red 2000cc	F	6	55.18						52.05	14	10	
43	Andrew Goodwin	1992 Mazda 323 Red 1800cc	F	6	55.97		53.63		52.90		52.10	15	11	
27	Byron Saunders	1991 Nissan GTIR Black 2000cc	F	6		53.17					52.14	16	12	
21	Adam Bloomfield	2001 Mitsubishi Lancer EVO White 1997cc	F		58.68	33.17	34.01	30.47	32.37	UZ.14	58.68	41	13	



Fulcrum Robotics
Domain Hillclimb
2024
Results



Baskerville Historics competitors

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50 David Rowell	16216	Holden Commodore		Red	0009			MGB Roadster		White	1798
58 Christopher Temby	5922	Holden Gemini	Temby Civil	White/Yellow	1998		1118S PR	PRB Clubman			1587
67 Pat Raid		Torana XU1		Silver	3300			Rennmax BN6	Launceston Towing		1990
	_	Holden Torana		Yellow	2500		7538 EIF	Elfin 623		Blue	1593
77 Darren Stoward	13438	Torana X-U1	Tightspot Excavations	Orange/ Black	3310		9	eChalutier.		Rad	4995
88 Jason Winter	13648	Datsun 260Z		Blue	2800		Ž	MG MGB		Blue	1800
91 Tomy Sutcliffe		Datsun 1600		Green	2000			Clubman Locost		Blue/ Silver	1995
97 Christopher Wiggins		Flat 124		Red/ Black	3800		7898 Ch	Cheetah Mark 6		Orange	1598
98 Jason Christian	9986	Ford Cortina		Black	1500		4	JWF Milano		White	3200
153 Robin Bond	7541	Datsun 1600	Channel Marine	Orange	1595			PRB Clubman	Bulk Nutrients	Red	1960
		Fiat-Abarth OT1600	Filantoni Racing	Yellow/ Red	1995		6538 JW	JWF Italia		Yellow	2445
525 Bruce Heron		Triumph Dolomite Sprint	•	Yellow	1998	250 Warren Slater	2	Fordari Sports GTO 250		Ked	3000
						Muscolo Car Cun	Thomas	Missile Car Cite Thomas Barker Bare Spares	2000 - 1 - 4 - 2000 - 7 - 2000 - 7 - 2000 -	04.35.00m / O.m.	300422
Hounds of Bask	erville Re	Hounds of Baskerville Regularity - Sheds n Homes	55			No. Name	Dorians Ca	Car Type (Car Type)		ourseuder / Over	320105
No. Name	Donians Car Type	CarType	Car Sponsor	Car Colour	Š	4 Leigh Forrest		elica	2001-3500 Tas Engine Reconditionin Yellow	tionin Yellow	3400
8 Ian Russell		Morris Cooper S		Blue	1275	6 John Madigan	14699 AH	Fasud	U 2000cc Club Motori Italia	Green	1490
23 John Russell		Ford Cortina Mk1		Red	1600	7 Kyle Smith		Datsun 1200		Gray	2000
		Morris Mini Deluxe		Teal	1100	9 Gragory Hayes	15717 Fo	Ford Escort Mk2	U 2000cc Tas Cabinetry Supplies		1993
	7486	Holden FX		Wilcox Blue	2200	13 Danny Hills	16046 Fo	Ford XD Phase five	0 3501cc	Yellow	2800
		Holden FX		Silver		16 Connor O'Shea	15195 Ho	Holden VK Commodo	O 3501cc	White	2700
		Holden FE		Two-Tone Green		18 John Bowe	모	Holden Commodore \	0 3501cc Oakmont Motor Group	oup Black	0009
33 Scott Wilcox	13328	Holden EH	Tayworld	Blue	2995	20 Stuart Brinsmead	10520 BN	BMW E30	2001-3500	Black	2990
39 Rocky Carosi		Jaguar Mk2	St Helens Accident Repai Red	i Red	4200	22 Gary O'Brien	모	Holden VB commodo:	O 3501cc	Blue	2000
		Holden FJ		Green/ Yellow	2200	38 Stephen Boustead	16016 Fo	Ford Escort	U 2000cc	Green	2000
		Morris Cooper S		Yellow	1330	49 Leon Duggan	13075 Fo	Ford Escort Mk1	U 2000cc Duggans Tyre Centre		2000
	14697	Holden FX 48-215	Remnants	Cream	3300			BMW E30	O 3501cc	Silver	4605
	15929	Holden FJ		Orange	4600			штодога	0.3501cc Ben Henson Motorsport Blue	sport Blue	2000
97 Trevor Grace		Holden FX		Blue	2200	60 David Waldon	2688 BN		2001-3500 ehome AV	Orange	



















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ulk Nutrients	BTS8 F1	BTS8 F1	F5000	P5000
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all purpless to the	3ulk Nutrients	bham 8T58 F1	bham BTS8 F1	us 708 F5000	



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ons – Bulk Nutrients	Brabham BTS8 F1	Brabham BTS8 F1	Lotus 708 F5000	Begg FM2 F5000	Chevrolet Monza
Spirited Demonstrations - Bulk Nutrients	Owen Kelly	Adam Gowens	Danyl Hurd	Lachlan Thomas	Phil Shepherd







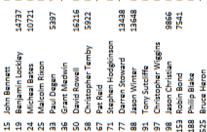






































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- Out > Function		Dorians		ĕ	Car Sponsor	Car Colour	8
O L P L L L L L	Lindsay Murfet		Spectre Hepburn	3		White/ Blue	1200
	Clinton Turnbull	14537	Turnham Rotary Clubi	24		Blue/ Red	1300
> <u>-</u>	Paul Stokell		Reymand Formula Forc	æ		White/Black	1596
	Wasne Clark	2774	Lottine Ci	å		Vellene	500
	Vol	2000	Clfin Courador	2	CT Deinstein	White/Organia	001
				: 1			
	Kichard Gray	1874	Bee Cee Japiru	2	urnbull Motorsport	Orange	3
	Ben Gumhill	9666	Hadley Clubman	24		Red	1300
	Paul Baily		Formula Ford Wren	£		Yellow	1600
_	Nathan Lovell		Reymand FF	ŧ.		Blue	1600
ū	Terence Burdon		Nota F3	ď	BJ Banks, Rinag Eng, Trits Orange	*Orange	1298
ū						,	
	5000, Group Q&F	R Invi	F5000, Group Q&R & Invited - SRT Logistics				
No. No	Name	Dorians	CarType	ä	Car Sponsor	Car Colour	ë
ŭ	Darryl Hund	14845	Rait RT-4	œ		Blue	160
9	Scott Blee	15597	Reymand 923	М	Ellipsis Boats	Red	2000
7 M	Matthew Roberts	9866	Dallara FB	NI N		Blue	2000
80	Kevin Miller	2742	Modus Formula Atlan	o		Orange	1660
	Jaramy Dvar	11386	Cheetah Mk8	~		Blue/White	1600
	Dhillin Sutton	15616	Dally DT3C	È	Colf Clostniv	Volleyof Black	900
	Bill Homerica	8	CIEST NAD O	000	Office Manipusor Contrar	Occupant/Militar	8
	Bumming		EIIII IMIK 8	9	ennn Hentage Lentre	orange, write	1
	Steven Willing	9550	March /93	×	Bonds Coats Paton	White	9
	Paul Zaznyn	9210	Lola T332	F5000		Red	800
25 G	Geoff Sherriff		Cheetah MK7	œ	Forsyth Twins	Blue	1600
49	Gragg Taylor	11405	Cheetah Mk6	M		Red	1588
74 D	Dean Camm	13115	Chevron B24	F5000		Black	200
80 N	Noel Clark		Cheetah MK8	œ	Forsyth Twins	Black	1588
O	Group S & Invited – Events Tasmania	I – Ever	ıts Tasmania				
5	Name	Donians	Car Type	ä	Car Sponsor	Car Colour	ë
	Forn Walstab	9160	Porsche 928	ĸ		White	450 60
7 A	Alexander Webster	12025	Porsche 911 Carrera 2	K	Porsche Classic Racing	White/ Blue	2687
6 6	Richard East	12828	Porsche 911 Carrera 3	ĸ		Black	299
19 19	Honni Pitt	13029	Porsche 914-6	ĭ	Launceston Towing	White	2700
15	Graeme Louk	2718	MG MGA	æ		White	1632
23 M	Mick Williams		Datsun 2402	M		Yellow	2824
30 Ac	Adrian Hodgetts	11632	Datsun 2402	M		Red	2967
34 W	William Townshend	5494	Austin Healey 3000 M	a	Font Public Relations	Green	2910
40	James Calvert Jones	11176	Porsche 911 Carrera	ď	Jimjoca Motorsport	Silver	2993
47 Ar	Andrew Gibson	2889	Triumph TR3A	a	Ecurie Triumph	Dark Green	2188
95 8	Ryan Curnick	5556	Porsche 911E	å		Silver	1991
	David Baker	13410	Chevrolet Corvette	å	Motul Oils	Teal Blue/ Orang	5350
N 65	William Robinson	9884	Porsche Camera 3.0	ĸ	Honeycutt Racing	White	300
73 Pe	Peter Boylan	12187	Porsche Carrera 3.0	ĸ		Blue	299
75 Lii	Lincoln Spurr	2595	MGB	NI N	Radiator Plus	White	4600
101	Christopher Komor	2950	Austin Healey 100	a		Dark Blue	2660
SSS	David Cunneen	13899	Porsche Camera 3 litro	ĸ		Silver	3000
999	David Andorson		MG B Boadster	5	Aussie Pools maintenant Bed	r Red	1860

March Molden Torana 0.3501cc	74	Jacob Walsh	14817	Mazda RX7	2001-3500	2001-3500 MainTas Contracting, Irri Black	í Black	2210
Matthew Ryan 6870 Holden Torana 0 350tcc Wayne Monson 608 Holden Torana 2001-3500 Scott Cleaver 12485 Ford MRI Escort 2001-3500 Shane Bend 9974 Dataun 1200 Coupe 2001-3500 Name Bond 9974 Dataun 1200 Coupe 2001-3500 Name Bond 7557 Port December 2 2001-3500 Julian Bingky 7557 Ford Coupe 0 350tcc Lachlan Thomas 15015 Ford Cortina 0 350tcc Lachlan Thomas 15015 Ford Escort 1 6015 Lachlan Thomas 13075 Ford Escort 1 6015 Leon Duggan 14545 Ford Escort 1 6015 Adrian Wilson 10628 Ford Escort 1 6015 Markan Monson 12485 Ford Escort 1 6015 Sports Sedans - BSelect Moonah Markan Vilson 1 8015 Michael Cross 13482 Road Escort 2 6015 Sports Sedans - BSelect Moonah Morden Cortina 1 8016	7	Adam Williams	7067	Holden Torana	0.350100		Blue/White	5700
Wayne Monson Scott Cleaver Hamila Ferguson Scott Cleaver Hamila Ferguson Share Bond Mark Jakins Small Ford Only - Tilford Auto Group Name Durians Julian Bingky Name Bond Mark Jakins Gergory Hayes Lachian Whison Julian Bingky JSS7 Ford Cortina Gergory Hayes Lechian Whison Julian Bingky JSS7 Ford Cortina Gergory Hayes Lechian Whison Jobars Sports Sedans - B Select Moonah Name Durians Jayor Cortina Germin Coupe Michael Cross Bradisy Chick Bradisy Chick Bradisy Chick Sports Sedans - B Select Moonah Name Durians Jayor Hayes Jayor Holden Germin Coupe Michael Cross Bradisy Chick Jayor Holden Germin Coupe Michael Cross Bradisy Chick Jayor Holden Commodora Jayor Hayes Jayor Holden Commodora Jayor Holden Commodora Jayor Hayes Jayor Holden Commodora Jayor Hayes Jayor Holden Commodora Jayor Holden Commodora Jayor Hayes Jayor Holden Commodora Jayor Holden Commodora Jayor Holden Commodora Jayor Holden Commodora Jayor Hayes Jayor Holden Commodora Jayor Hayes Jayor Haye	36	Matthew Ryan	6870	Holden Torana	0.350100		White/Red	2700
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Scott Cleaver 12485 Ford MM1 Escort U2000cc Mark Lakins 3978 Commodore 0.350tcc Mark Lakins 3978 Commodore 0.350tcc Mark Lakins 3978 Commodore 0.350tcc Mark Lakins 1577 Ford Escort MR2 Lachlan Thomas 1577 Ford Escort MR2 Lachlan Thomas 1575 Ford Cortina Gregory Hayes 1577 Ford Escort MR2 Lachlan Thomas 1366 Ford MM1 Escort Terrence Mortling 14546 Ford Escort MR2 Lachlan Minson 13048 Ford Escort MR2 Lachlan Wayne Monson 13049 Ford Escort MR2 240 Wayne Monson 12485 Ford Cortina MR2 240 Wayne Monson 12485 Ford MM1 Escort Scott Cleaver 1393 Holden Torana XU1 Sports Sedans - BSelect Moonah Markhaw Carey 13932 Holden Torana XU1 Stews Cangel 13137 Holden Commodors Larce Jones 1393 Holden Torana XU1 Richard Hadolt 11520 Morris Cooper 5 Marthaw Sutton 11529 Holden Torana XU1 Richard Hadolt 11520 Morris Cooper 5 Marthaw Sutton 11229 Holden Torana XU1 Lachlan Thomas 3366 Ford Mustang No Lachlan Thomas 3366 Ford Mustang No Lachlan Thomas 3366 Ford Mustang No David Brown 11995 Datum 1600 SSS No Adrian Wilson 13949 Morris Cooper 5 No David Brown 11995 Morris Cooper 5 No Jarran Brance 13948 Morris Cooper 5 No Jarran Brance 13949 Morris Coop		Wayne Monson		Ford Escort	2001-3500		White	2300
Hamish Ferguson 6098 Mards Ro7 2001-3500 Shane Bond 9974 Datsun 1200 Coupe U 2000cc Mark Jakins 8 and 9974 Datsun 1200 Coupe U 2000cc Mark Jakins 8 Commodore 0 3501cc Dorians Car Type U 2000cc Julian Bingky 7557 Ford Exort Mk2 Cargory Hayes 15717 Ford Exort Terrance Merling 14546 Ford Mk1 Exort Terrance Merling 14546 Ford Exort Mk2 Leon Duggan 15015 Ford Mk1 Exort Cargory Marme Dorians Car Type 15016 Commodors Large John Talbot 11037 Holden Commodors VL Marme Bryan 2014 Nissan 3002X John Talbot 3303 Holden Torana XU1 No Leon John Talbot 1301 Holden Moraro GTS No Julian Bingky 7557 Ford Cortina Moraro GTS No Julian Bingky 7557 Ford Cortina Moraro GTS No Julian Bingky 7557 Ford Cortina Moraro Moraro Leigh Woolley 7557 Ford Cortina Moraro Coper 5 No Chris Garrand Hadolt 11229 Holden Torana XU1 No Chris Garrand Ambrish Sance 4712 Chev Camaro No David Brown 11956 Datsun 1600 SSS No Adrian Wilson 11959 Morris Cooper 5 No Julian Bringky No David Brown 11959 Morris Cooper 5 No Julian Bringky Morlish Morris Cooper 5 No Julian Bringky 13948 Norris Cooper 5 No Julian Bringky Morris Cooper 5 Norris Co	Į,	Scott Cleaver	12485	Ford MK1 Escort	U 2000cc	Tas Trucks & Clever Sign	Orange/ Black	1999
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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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