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Full yearly Membership fees:

1 July 2010 to 30 June 2011

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 first Tuesday of each month, February through to December, upstairs at the Civic Club, 134 Davey Street, Hobart.

The committee meeting is held between 6.30-8.15 pm and the social gathering follows at 8.15pm. Drop in one night.

In the North, Italian Car Enthusiasts (ICE) meet informally on the second Tuesday of each month at the Riverside Hotel, Launceston, starting at 7.00 pm. Contact Sabina Toscan at

tasuniforms@bigpond.com.au

CMI's AGM is held at 7.00 pm on the first Tuesday of September 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:

fionalmadigan@yahoo.com.au

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.



From the Editor

We were having a conversation at work the other day that got me thinking about learning to drive and the manual versus automatic argument.

A colleague has recently bought a new car (well new to her anyway) and she was commenting on how she should have bought an automatic as in a few years no one will want to buy a manual so the resale value will be very low.

Our conversation then turned to the days when we were learning to drive and that if you learnt in an automatic, that's what you were licensed to drive.

I have always felt that if you couldn't drive a manual car, you weren't really a driver, all you did was stop, go and steer the car. You can't jump start an automatic (and having owned some fairly sad cars, this would have been a distinct disadvantage).

Is learning to drive a manual car, a dying art, or am I a bit pessimistic?

By coincidence, the day we had this conversation, the new Wheels magazine turned up in the letterbox and lo and behold, the Editor's letter was all about the celebration of the manual.

To quote Bill Thomas "it's our duty as car enthusiasts to protect the clutch pedal – it is becoming an endangered species!!

Having said all that, with a dodgy left knee and two small children, an automatic is starting to look like a very attractive proposition.

Anyway, enough of all that.

In this issue, you will read a report from the Phillip Blake on his experiences with Targa this year – surely a prime example of master of the "stick shift".

Also a report from our President on the Longford Revival.

You will also note a few social activities in the calendar.

I for one am looking forward to the run to Miena, we have been there once and it is quite a spectacular location.

Hope to see you there.

Till next time
Fiona



An advertisement for North Shore Realty. The background is a blurred image of a red rally car driving on a road. The car has several sponsor stickers, including "Dunaleys" and "632". In the top left, the slogan "Ahead Of The Rest" is written in a bold, italicized, red font. In the top right, there is a logo for "NORTH SHORE REALTY" featuring a stylized house icon with the letters "NSR" inside. Below the logo, the address "339 Main Road Glenorchy" and phone number "(03) 627 335 00" are listed in white text.



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What to write about, I think it is often attributed to writer's block, but when faced with both an impending deadline and a blank computer screen, occasionally this can be a little daunting.

I guess the other factor in the equation, is that as the Presedente, while I may have an element of carte blanche from the committee/editore, there is also a level of expectation that I actually have something worthy to say, rather than dribble on about nothing.

However, inexplicably this also is a part of the problem, since others who are writing articles for the magazine usually have a clear subject to bring to life and that helps sets the boundaries.

Now normally, I mostly have a number of things I wish to talk about, bring to CMI members attention regarding impending events, or reporting back on those held, or alternatively issues which may affect or be of interest to our members. Today however, as I am attempting to craft something up, thereby help filling in part of Veloce Nota, but I really am struggling to think of things to make comment on.

Now what I normally do under such circumstances is go looking on the web, in the various car forums I am on, to see if I can garner any inspiration but alas, having done that, nothing leapt out as being that newsworthy or alternatively to act as a catalyst for some gem of an idea to discuss.

So I am afraid that leaves me with the only other alternative, to recant a few items and/or perhaps to make mention of various events on the calendar for members to look forward to.

Hmm, not ideal but perhaps better than nothing. At least in doing this, I do have some photos from a past event that allows me to make a few observations about it, though whether or not they will be of interest is probably not up to me to decide but rather you.

So here goes.

Now I won't really talk about Targa as I know Blakey and similarly, young Blakey (which specifically I can't recall - in lieu of Norm Henry) will also (all going well) written articles on their experiences in this year's event. *[see page 8 for Phillip Blake's article, stay tuned for young Blake's article. Ed]*

Both finished, which is a good start, while regrettably Geoff and Steve in the re-born Alfetta GTV alas didn't quite. A broken fan belt leading to hurt engine snuffed out their hopes of completing the third CMI members to finish this year's event.

I do know from Steve's observations that the "new" white GTV is a significant improvement on the ex "purple pig" blue car, and so hopefully once convalesced the white car will be seen in action at future CMI events.

Just prior to Targa was the inaugural speed event, known as the Longford Revival meeting. The event, run by Octagon (as per Targa) on the Longford Flying Mile over 3 days.

As a few of you may recall the genesis for this event has been in the making for a number of years but due to varying circumstances failed to materialise.

Now, and I say this as a personal observation only, while I liked the the concept of some sort of historical motorsport recreation event loosely based around Longford - in recognition of the importance of this track in Australian, and Tasmanian motorsport history- in truth I always feared it would at best be a pale version of the original. And so it was.

A part of the problem- and there are quite a few—is that Longford as a motor racing circuit doesn't exist today. Significant elements of the original track have been lost (i.e. the bridges etc), while other sections (such as under the Railway Viaduct) would not be permitted to be used by CAMs - while significant other parts of the track have been so modified by recent roadworks (the highway section).

Such is the passage of time and a lack of interest/understanding of the heritage of this circuit in the motorsport world.

A pity but that is life.

The next part of the problem is that that it was being promoted as being an Australian version of the Goodwood Revival (the UK event), which it clearly isn't nor can be.

If anything it was possibly a little more akin to the Goodwood Festival of Speed at one moment on the Saturday, the commentator called it (i.e. Longford Festival of Speed). I do wonder if that was intentional or not?

Now having been to Goodwood for the Revival meeting in 2002, I know the difference and frankly if that is the intention of Octagon, then they have got a long way to go.

They also have a significant problem inasmuch as Goodwood is about historical motor-racing on a circuit whereas Longford was just a Drag Race.

Certainly the concept of encouraging original racing cars/drivers who ran at Longford is credible, and/or attracting cars of the period or replicas of cars that raced there. Ditto, the encouragement of people attending to dress up in period clothing from the 50s-late '60s, and having suitable music at the event.

That was good and I support this. Likewise it was good to see the racing cars in the paddock with mechanics on period overalls, tents and other such paraphernalia/regalia.

But seriously, there is so much to do to make this event a hell of a lot more special. The fly over by a '70s warbird was nice, but better still would have been a radial engine (prop engine warbird), and especially something like a Spitefire (perhaps that is just me).

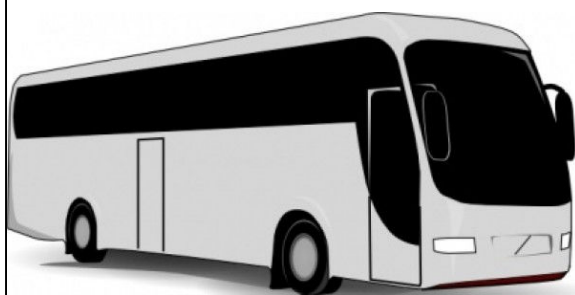
I know it is easy to be critical, and there were certainly some fantastic cars on display including those from the Porsche museum and Rob Sherrard's collection but really most of them had no relationship to either Longford or the period.

While I realise this was the first event, and perhaps if it grows it will get better, there were a couple of other telling problems. Significant among these was the running of modern cars, racing cars etc, from the '70s though to 2010 plus. Frankly late model Porsches, Nissan Skylines, 200sx's, Hyabusa motorbikes have no place in such an event.

Furthermore the entry cost for competitors was high, which undoubtedly discouraged some potential competitors. From those who I have talked to regarding this, Octagon's attitude was poor in dealing with possible competitors and car clubs, and that actually is a

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shame for this is where the real enthusiasts are.

The other issue of concern is that of safety to both competitors (no vehicle scrutiny requirements as I understand it) as well as spectators. Having cars and bikes racing down the Mile at speeds of up to 260 km with only a low level Armco barrier and wire fence, some 4-6m away from the track this is a real concern.

Lastly, there needs to be portable grandstands since viewing of competitors was most difficult if you weren't at the front.

So would I go again?

Perhaps but again only for one day. To go for 3 days actually would be pretty boring, and a little expensive. At least there was plenty of good food and drinks to be enjoyed.

Ah that is better I found something to talk about after all.

I will let the pictures fill in the rest.

Ciao Dave

**Membership renewals
are included
in this copy of
the magazine.**

**Renewals are due
July 1, 2011**





When it became apparent nine weeks out (Jack Waldron: ‘There’s 400 hours of work still to do on that...’) that the OT 1600 would not be ready in time for Targa I was a bit worried.

I had an entry bought and nearly paid for and no car unless I resurrected the Piglet very quickly. I was very keen to get my son John to the end of Targa after failing spectacularly in 2009.

And then Darren Stops sent me an email showing a Lancia Beta coupe and a Fiat 124 for sale in Launceston. I knew the Beta – had seen its late owner Mal Smedley working on it at his dad Geoff’s house – and I knew that as well as being a very pretty car it was worth a lot more than the asking price.

So one fine Saturday Monty Reading and I drove to Launceston in convoy and after a day’s hard work drove back again – he with a Fiat 124 race car and me with the Beta.

The story behind the car’s sale is a very sad one. Mal had taken part in the first Targa in 1992 in his MGB GT V8, but had been in poor health – enduring a double lung transplant, among other things – for a long time. Despite this he had been working on the Beta when he was able, and was very keen to get it finished for the 20th anniversary event.

The Fiat 124 he bought as a stopgap so that he would definitely have a car, but his body could not match his spirit and he passed away at the end of 2010.

I now had the car, and about six weeks to finish it, but I had no idea what had been done and what had not. The front end, I decided, was all new and only needed wheel alignment. (This proved to be *partly* correct.) It had a cage, but the cage was not mounted. It had what appeared to be a standard engine, with a small Weber carburettor.

Much of the wiring had been disconnected from various redundant parts – like the heater – and needed to be secured and made safe. The exhaust was a wreck. The front wheels were pointing at each other. The steering wheel was held by two machine screws. All belts and hoses needed to be replaced. The list went on, and luckily some good friends helped me out.

Monty Reading was a tower of strength, and spent many hours helping out, especially with the electrics. Tony Gray and I got the carburettor tuned. The car spent a long time at Tony’s workshop getting a new exhaust, wheel alignment and a good many of the details it needed to get registration.

Especially frustrating were the little details like side lights, number plate lights etc, which had been on the bumpers before they were removed. David Currow flew from Sydney to give a hand (in the course of which the vacuum cleaner exploded while we were cleaning out the petrol tank); Peter Lowe helped to fit the new cam belt...the list of helpers goes on.

The car was not ready in time for the Collinsvale Hillclimb, but I did get it to an Institute of Advanced Motorists skidpan session. On the way home I was alarmed by an apparent lack of oil pressure and immediately got on the phone to a few people.

The consensus was that Fiat/Lancia electric senders are not to be relied on, and when I got a master mechanical gauge on it I





found that it had about 65 psi, which was a lot more than the cockpit gauge showed. This gave me the confidence to drive it to Deloraine and back when I had to teach a course there, and at last I started to feel that we might manage Targa (which was a week away).

There were still one or two problems, like the wicked camber that had appeared on the right front wheel and the wandering wheel alignment; but the scariest was that when you put the brakes on it would shake the fillings out of your teeth.

Another visit to Tony's workshop saw the front discs machined (it has Mazda RX7 discs and calipers), and saw me spend the whole day with string lines trying to reset the wheel alignment. We tracked the alignment problem down to the (non-standard) camber adjusters, and once we had done a bit of modification to these, both the camber and the alignment stayed put.

When the gearchange mechanism first refused to select 5th and reverse, and then fell apart completely, I had to take rapid action and spend \$245 on several small ball joints – which fixed it.

As I had to write up the Longford Revival Festival for Unique Cars, we lost a day or two of preparation time, so when John arrived from Sydney, we had time to do very little before we were due to leave.

On the way up I pressed on a little on the Mud Walls Road – and discovered a disconcerting mid-corner oversteer.

So off we went to Pedders on the Monday before the Prologue to see what that was. It turned out to be simple: the rear sway bar bolts were loose.

On the Prologue we were slow – and held up Paul Stuart's Porsche for too long because I had other stuff on my mind. But as we only wanted a Targa Trophy, we didn't need a fast time. The handling appeared to be sorted but I still intended to be careful and not rev it beyond about 5000 rpm.

So on Day One I saw 6000 a few times. All the interesting things that happened were on Sheffield. First the speedo was seen to show about 170 k/h – unheard of in the Piglet. Just after this the front-hinged bonnet gently levitated. While we were contemplating this and wondering whether it would fly up under brakes, the steering wheel fell into my lap. The column adjuster had come loose.

And it's hard to adjust it with a full harness on.

Next day we set what I thought was a respectable time on the Sideling – nice and smooth, no fuss – which I later found was 15 seconds slower than we had done in the Piglet in 2009.



This despite a five-speed box, a bigger engine, more torque, more speed and better handling.

Moorina was where the trouble started. The car would not pull under hard acceleration. But as we discovered on Weldborough Pass and Pyengana, it was OK downhill. We were still scratching in under our trophy times, but when we got to St Helens I bought four new plugs and a fuel filter just in case. The plugs I fitted during the lunch break and we set off for Elephant Pass. The car was fine until the stage started, then the hesitation returned. It was purgatory going up the hill and I drove the wheels off it on the downhill – to make our time by one second.

I was starting to suspect a blown head gasket, as the car had swallowed quite a lot of water over these couple of days. On the hill up to Rossarden it just stopped. The fuel filter was blocked. We fitted the new one by the roadside and the car flew on Rossarden. This time we beat the Piglet, but only by about 15 seconds.

John was to drive Longford, so he took over the helm from Rossarden onwards to get used to the car. If he was nervous it didn't show, and he drove well to clean the stage. He was a happy driver when we arrived at the Silverdome that night.

Day three was as far as we had got last time, but we had high hopes – especially as I would not be driving the new Devonport street stage. Unfortunately this stage – which looked like a good one – was

downgraded due to administrative problems.

Paloona, Mt Roland, Deloraine and Quamby Brook were great, as always, and Mt Roland in particular left John open-mouthed at the sheer speed of it.

We were back early for Targafest, where the cars are parked in the city for a few hours, and rather than wait until 9 pm I did my service in the street. This included checking the oil – but the car was angle parked and not level, with the result that I overfilled it substantially.

Next day I also borrowed a torque wrench and checked out the head bolts. The tensions were all over the place, so I tightened them down as well as I could. This seemed to improve the gasket's coping ability, but all that extra oil came back out of the engine, into the catch tank and all over the engine compartment.

Mysteriously, despite being used to the car, having dry weather and being airborne a couple of times, we missed our trophy time on Riana by 2 minutes 15 seconds. Still mystified by that, considering that we either managed or came very close on all other stages, even when we had problems.

By Ulverstone it had stopped spraying oil, but it was drinking a bit of water. A top-up got us as far as Yolla, where it lay down by the roadside, having split its coolant reservoir and overheated. John waded through the brambles to find a

creek and get water, and then had the great idea of plastic welding the reservoir by setting fire to a plastic bag and dripping molten plastic into the crack. We taped this up with gaffer tape and set off into the rain for Hellyer Gorge, where we had a choice of continuing or turning left for Burnie.

John now pointed out that if we broke down on a stage we would get a free tow to the end of the day, which was where the service crews would be. So we carried on, and made it – despite awful weather and mechanical carnage by the roadside – to Strahan. Once there we had a feed and then Steve Caplice helped us find the source of a loud clunk every time we put the brakes on: a ruined bush on the right front wishbone.

Day five started with sunshine – straight in my eyes at the start of the 33-km Strahan stage. I asked John if he fancied giving his younger eyes a chance on the stage, and he drove – overtaking all the vintage cars. A baptism of fire for him. I got a bit lost in the notes when we were overtaking, so we had a slow section in the middle; but our time was quite respectable.

I took over again for the rest of the day. Queenstown was nice and dry, which pleased me as I don't like the descent into Linda in the wet. On Mt Arrowsmith we passed the same vintage cars, and were passed by Jack Waldron and Vin Gregory in the Fiat Abarth, among others.



About 45 km in we got fuel starvation again, and we had to nurse it in 4th and 5th gear for the last dozen km. Very frustrating.

When we stopped near Derwent Bridge we found that a tiny piece of rust had blocked the very end of the fuel filter, so we hurled another one in. Garey and Matt Lansdell had a similar problem with the HPE, Geoff and Steve had stopped to help, Norm and Michael put their heads under the bonnet, and finally Ray Osterberg in the supercharged Beta stopped as well with a broken exhaust: quite the little Italian expo by the roadside. Mary shot off to get us some more fuel filters, and we set off for Tarraleah.

The only exciting thing about Tarraleah was being overtaken by a Mazda MX5 that immediately shot off into the bush, cleaned up a guide post and then came back onto the road in front of us. The driver was full of apologies at New Norfolk but it didn't cause us any problem.

We were also passed on Molesworth – this time by Craig Williams in a new Mini. I moved over for Craig to get past, but he was reluctant because of the narrowness of the road. Eventually he took a deep breath and got past, and then we set off for Grasstree Hill, the last stage of the event ...

And the brake booster started hissing. Darth Vader-like noises came from under the dash every time I used the brakes.



Going up the hill was fine, but coming down the other side I had a very heavy brake pedal – which is normally OK but when you're using standard seats (thanks for the loan of them, Neville) you push yourself back into the seat instead of mashing the pedal.

Still, we made it.

Special thanks to John for being an excellent navigator and good company, and to Monty for all his help to get the car ready before the event.

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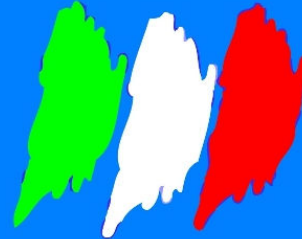
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If you have an interest in Italian cars and haven't been living under a rock for the last few months, you will be probably already know most of what I am going to write in this article. Like me though you probably won't mind reading it again.

Stratos

It takes something pretty special to get Italian car fans celebrating the prospect of someone cutting up a Ferrari but the new Stratos is just such a project.



The original Lancia Stratos was an individually styled, Ferrari V6 engined supercar that had a lot of success in rallying. After a brief life Lancia retired it and never really replaced it.

A group of enthusiasts felt that was a mistake and decided to put it right. Rather than add another replica to those already available they went a totally different route and the results are spectacular.

Starting with a Ferrari F430 Scuderia (itself a car to lust after) the engineers shortened the wheelbase, added a rollcage and replaced what they could with carbon-fibre to create a chassis with the dimension to recreate

the appearance and driving characteristics of the original.

They then draped the chassis in a beautiful re-interpretation of the original design to create a fitting tribute to the original and highly desirable car in its own right.

To place your order (approx 400,000 euros) or just to get more info, go to

<http://www.new-stratos.com>

Alfa 4C

It has been a while since Alfa Romeo launched the fabulous 8C Competizione sports car, but they have not been idle.



Alfa revealed the 4C concept at the 2011 Geneva motorshow and by all reports stole the show.

The concept is a small (under 4m long), lightweight (850 kg), mid-engined sports car, utilizing the 1.7 turbo from the Guiletta QV. In concept spec, Alfa talk about a top speed of over 250km and 0-100km in less than 5 seconds.

A production version is confirmed for 2012. There is speculation that much of lightweight carbon fibre will give way to more traditional construction but hopefully it will stay pretty trim and faithful to the "true essence of a sports car".

Speculation about price is probably just that, but Alfa is looking to keep the car affordable—approx 40,000 to 45,000 euros.

Robert Madigan

Social Events

Dates are subject to change. Check the website for up to date details.

Miena Hotel Run - Sunday June 5

A run in the countryside on some of Tasmania's most enjoyable roads. Lunch at the Miena Hotel. Meet at Retro Café Salamanca for a 9am departure. Please let us know if you are coming as we need to book for lunch. Call Graham Mitchell 6239 1080 or email clubmotoriitalia@gmail.com.

Economy Run - Sunday August 7

An opportunity for some sensible driving and some good natured competitive spirit.

Rafting - September 3

Join Graeme Mitchell in the wild.

Cryptic Rally - October 1

An opportunity for a number of domestics in the confines of the car.

Annual Display and Dinner - November 12

Showing off your pride and joy, and a fun and relaxing evening with the annual prize giving.





2011 Calendar of Events

Competition

19 June	Driver Training Day - Baskerville
17 July	Regularity - Baskerville
7 August	Baskerville Hillclimb THS*
11 September	Domain Hillclimb
20 November	Baskerville Hillclimb THS*

* Tasmanian Hillclimb Series

All events are held on a Sunday

Refer to www.cmitas.org for Supplementary Regulations and Entry Form closer to event date

A limited number of discounted entries will be available for those wishing to compete for ½ day and to officiate for the other ½ of the day.

For updated information on all things motorsport see www.cams.com.au

Name

Monty Reading

Daily Driver

BA Falcon ute (company car)

First car:

1980 Mazda 626



Dream Car

Lancia Stratos (either the original or the new one)



Day Job

Workshop Manager Vinaka
Alfa Fiat



Home town

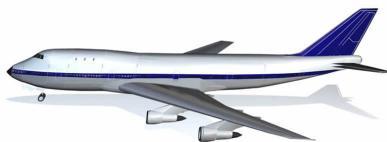
Hobart

Family

Wife Catherine and Son
Adam

**When I was young I
wanted to be:**

Aeronautical Engineer



**How many cars in the
driveway? (this is a car
enthusiasts magazine after
all!)**

7 - (2010 alfa 147 1.9 Jtd,
BA Falcon ute ,1971
Triumph PI Targa Car , 1969
Lancia Fulvia 1.3
Rally ,1971 Fiat 124 BC
Coupe Race car next targa
car, 1971 fiat 124 BC for
restoration , 1974 fiat 124
CC race car for restoration

**Favourite way to spend a
day:**

spending time with my
Family

Favourite TV show

Top Gear (not the Australian
one)



Favourite movie

Ferris Buellers Day Off

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