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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, 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:

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.

Welcome to the latest edition of Veloce Nota. While it has been a quieter month in the foreground, we have all been busy as ever behind the scenes. Enjoy!

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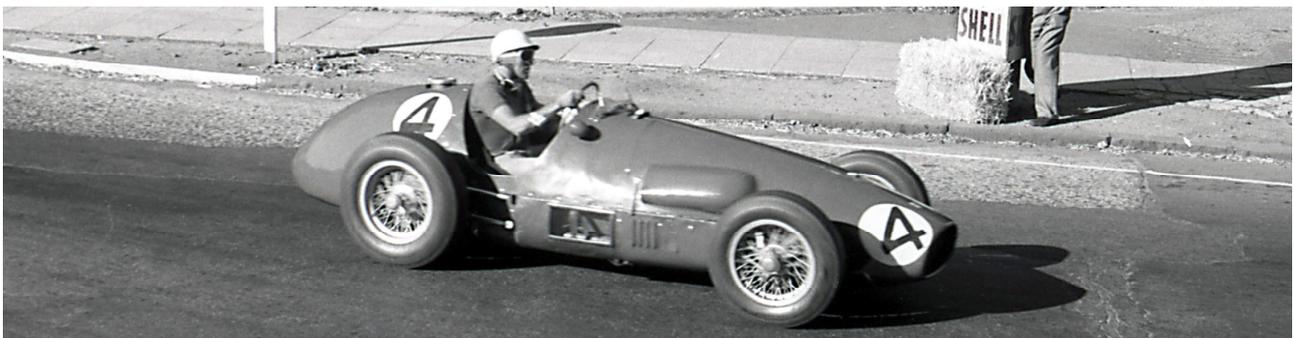
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Parafly



Ryan's Reflections April 2012

So, New Zealand have finally caught up to the rest of the world and have abolished a unique piece of road law that forces vehicles making a left a turn at an intersection, to yield to traffic turning right from the oncoming direction. In case you are unaware (and I hope you are not) in Australia, and indeed around the world, in these scenarios the left turning vehicle has the right of way (see diagram to the right).

This 'new' law is expected to prevent over 100 accidents annually, many which involve unaware tourist drivers, such as myself. During my trip to New Zealand last year I was not aware of this now amended law, but thankfully avoided incident (I am pretty skilful like that). One rule did however catch me out. During our drive from Queens-town to Te Anau, we came across an unfamiliar road user...sheep.

While they were fortunately not driving, they were being herded down an arterial road, coming straight for us like woolly, flesh-hungry zombies. At this point, I tapped into my inner knowledge of zombies and kept driving slowly until the protests from my passenger and a near miss, forced me to stop and wait for the blood thirsty mass to move on. We sat for roughly 5 minutes until the semi-trailer which had now caught us from behind, decided to go on a vigilante and drive on through.

Realising that this must be the norm, I forged on through the stinking creatures with the cabin air on 're-circulate' and with a 10 tonne truck as a sheep-to-car buffer. So what did I learn? In New Zealand legislation must be one step forward and two steps back; they finally work out that their road rules need changing but haven't quite worked out how to install underpasses.



More recently on home turf, I became reacquainted with the Tasmanian road rules as I completed my pre-learner motorcycle course. Fortunately I passed the computer rules test with flying colours, but learnt a lot during the practical side of the two-day course. The first and most relevant of these was the fact that all of the instructors had Italian bikes... Ducati's to be exact. Not only did they have their own Ducati 'daily rides' but they had a Ducati for the wife, and a classic Ducati in the shed...all of them! Anyone else beginning to draw parallels?

After a few more enquiries, the parallels between Italian Car people and Italian Bike



people were drawn and confirmed. Ducati embody the same principals of passion and dexterity in their bikes, as do the various Italian automotive brands – melding machinery and art in an authentically Italian way. Not two days after I had made my discovery, I was alarmed to hear that Ducati was under offer by the VW Group's Audi, who have since purchased a controlling 70 percent stake in Ducati for a reported €860 million (A\$1.08 billion). While I think that its great that the Germans fat wallet will deal with Ducati's €200 million debt, I worry that their Italian soul may have been sold to Lucifer in the process - only time will tell. Credit Suisse's Arndt Ellinghorst claims that "Ducati's acquisition is driven by VW's passion for nameplates rather than industrial or financial logic....your move Fiat.



A Word from Presidente Tristan Roberts

It's been a relatively quiet couple of months for the Club following the Collinsvale Hillclimb, an event which once again ran very smoothly despite the best efforts of Mother Nature. Whilst numbers were down on expectations, we'd hope to see them increase next year for the 10th Anniversary of this event.

Speaking of anniversaries - I incorrectly reported the date of the club's 15th Anniversary dinner last month. It is at Solo on the 23rd of June at 7:30pm. Numbers are filling fast so please let me know if you would like to come.

At Collinsvale it was decided that the club's events trailer was in need of a good cleanout, and so it was that one cold Saturday morning Jasper and I headed to Muggaland in our new old Rangie (not ex-Ryan, but rather ex-Leon Glover of HSCC) to collect said trailer. After the obligatory shuffling of 1x diesel Mercedes and 2x other trailers, Mugga and I extracted the club trailer from its resting place (with some difficulty - mud) whilst Jasper pretended to drive the dead Musso (and nearly locked himself in...).

Upon arrival at Vinaka soon afterwards, Monty assisted with unhitching and jockeying into a sheltered position while Jasper charged off to smear the glass on the office pointing at the model 500 on Monty's desk. By this time Phil and Keith had arrived and it was time for coffee and cake; Jasper devouring most of the cakes (see photo).

We finally decided it was time to do some work so we unloaded everything, only to decide it was too windy. So we carried it all over to the workshop (not the trailer, we wheeled that). Net result of the exercise was that about one third of what was in the trailer was determined to be too heavy or too broken and was suitably disposed of (tip shop took some), and we resolved to purchase some suitable replacements. We've also decided on a bit of a refit with a new false floor, some proper stowage systems, a front access hatch and some unexpected but necessary rust repairs (must be at least partly Italian!) topping it all off with a respray.

Given the extent of the required/desired modifications, it may be some time before it's back in service, but the end result will be worth it - the deadline is of course the 10th Anniversary Domain Hillclimb.

So... to the Domain. A subcommittee has been formed consisting of Monty Reading, Tristan Roberts, Keith Ellis, Phil Blake and Peter Lowe. Please feel free to forward suggestions for the event to us - operationally we are well versed, but we do want to make it a special and memorable day in terms of a celebration of Italy, Italian cars, the event and the club, so ideas for special events and/or themes are most welcome.

Ciao,

Tristan



Club Capitano Rapporto

While this month has been quiet on the CMI motorsports calendar, there have been a number of bigger motorsports events in the state.

The first of these was the Longford Revival festival which I am sure many of you attended. There were plenty of cars on display, good selection of gourmet food, as well as the flying mile action that we all went to see. While some of the draw cards were the Brock/Richards 1978 Bathurst winning Torana A9x and the legendary Tru Blu XD Falcon there was also a great array of road cars including a black Ferrari 598 Italia.

The following weekend was the V8 Supercars Tasmania Challenge where once again Holden and Ford battled it out. Although it had not been long since we last went, Ryan and I enjoyed the Saturday and Sunday V8 races from the roof of pit lane as well as the Shannons Show and Shine on the infield. The support rounds were equally good value, and we spotted a fellow CMIer, Mick Williams in his pace making 240z. It is great to see such world class events gracing our island state.

Speaking of World Class events, I would be remiss not to mention the 2012 running of Targa Tasmania and the consequential running of a number of our CMI members. I believe Philip Blake recounts his Targa in this current issue of Veloce Nota, be sure to read it.



V8 Supercars Tasmania Challenge 2012



CMI Regularity Start Line 2011



In the CMI world of motorsport, the committee has been busily planning and organising our upcoming events. As already mentioned by Tristan our 10th Anniversary Domain Hill Climb is in the making, but closer to the present is the Baskerville Regularity.

The track has been confirmed, the rescue vehicle organised and we are well underway for another successful running of the event. For those of you who are unfamiliar with the CMI Regularity, it is a great opportunity to bring out the car of your choice and still be competitive. 'How?' I hear you ask. Simple. The most consistent driver over a series of timed laps wins. While you get a number of practice laps to find your mojo, if you can be consistent on the timed laps you can win yourself some CMI gold. In the past this event has been hotly contested by Mugga in his little Fiat, and so I put the challenge to you. Come, participate and lets see if we can knock Mugga off his perch!

This event is a great leveller, so drag out that \$100 Alfa or Fiat that you plan to run at the Domain this year and give it a test run! It promises to be a great day of fun.

See you at the track! Ciao, Monty



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Italian public officials and trade unions were presented with Maserati's future organisational and industrial structure at the company's headquarters in Modena last week. The company plans to expand its product range and significantly increase volumes over two years, headed by the launch three new models. Leveraging on its existing presence in 65 markets worldwide, Maserati plans a significant increase production to over 50,000 vehicles per annum by 2015. With regard to industrial requirements, the current facilities will not be adequate to implement these targets.

Given its location inside the city limits, the Modena plant cannot be expanded and, therefore, the decision was made some time ago to relocate future production to the former Bertone plant, 'Officine Automobiliistiche Grugliasco'. Acquired by Fiat just over two years ago, a total of Euro 500 million is being invested to upgrade the factory to best suit Maserati's future production requirements.



DISCO VOLANTE 2012

History has repeated itself for Alfa Romeo and historic Italian design house Carrozzeria Touring with the unveiling of the Disco Volante 2012. This is a modern interpretation of the trendsetting 1952 C52 Disco Volante that triggered Alfa Romeo's post-war sports cars and further built Alfa Romeo's unique reputation.

There exist very few models that rouse fascination like the original Alfa Romeo C52 'Disco Volante'. The briefing at Carrozzeria Touring in 1952 mentioned the need for a shape that was 'insensitive to wind'. The unique basic design, featuring an oval cross section, evolved in different versions, and was even registered as 'design patent'. Using Alfa Romeo 1900C components, the car received a new aluminium crankcase, a new tubular chassis, and a very light, striking and

efficient aluminium body. Initially aimed at races in the Sport category, the C52 Disco Volante soon reached the status of design icon and exemplifies the

MASERATI ANNOUNCES NEW MODEL PRODUCTION



Design, marketing and distribution activities for the entire range will be located at the company's Modena headquarters, in addition to production of the GranTurismo and GranCabrio ranges and, from May 2013, a new Alfa Romeo model with expected production of up to 2,500 units per year. Anyone else smell 4c??

credo of Touring's founder Felice Bianchi Anderloni; "Il peso è il nemico, la resistenza dell'aria è l'ostacolo" (weight is the enemy, air resistance the obstacle).

The Disco Volante 2012 design briefing required a blend of innovation, emotion and aerodynamic properties to form what is best described as a timeless and essential shape. Hints to the past can be found in subtle details such as the pronounced waist line underlined by the aluminium profile, the partly covered front wheels, and the prolonged lines of the rear section ending with round shaped tail lights.

The hard points of the 2012 Disco Volante are dictated by the Alfa Romeo 8C Competizione chassis, chosen for its light and rigid structure and the outstanding dynamic properties. The light and compact 4.7 litre V8 engine delivers 450 PS and 470Nm peak torque and is coupled to the sequential 6 speed transmission and makes use of Alfa Romeo's renowned transaxle drivetrain. The Disco Volante 2012 is a tribute to the essence of Italian sports cars; refined mechanics shroud in a light weight and timeless design.



CMI Motorsport and Social Events Calendar 2012:



Baskerville Regularity - Sunday 20th May 2012

Baskerville Raceway, 437 Baskerville Rd, Old Beach

**Regularity circuit event. Consistency is the key; only the most consistent competitor can win!
Details, Entry Forms and Sup Regs at www.cmitas.org or available at Fogarty Automotive**

Why should you compete in the Regularity event?

Tristan Roberts explains his reasoning:

I recently had to travel to Smithton for work, and as it was the week leading up to the Longford Revival I decided to take the Alfetta for the trip, as I wished to have it at the event.

I've now owned the car for more than ten years, which is significantly longer than any of my other cars (no I don't know how many cars I've owned, but certainly less than some).

Since its rebuild in 2007 I'm ashamed to say that I've only done about 1000kms in it, but that's not too surprising given SI rego, well, that and the number of cars I own.

Anyway, I'm pleased to report that following a well overdue cambelt change (2 days before the trip by torchlight), the car completed just over 1000 (glorious, musical) kms for the week without incident, at an average fuel consumption of just on 7l/100km - not bad for a 35 year old car with a lusty V6.

It did chew up a few days of SI, but I'm now back to my bad habit of leaving it sitting gathering dust in the garage... maybe it will have to dust it off once more for the regularity!



Baskerville Hill Climb (THS) - Sunday 15th July 2012

Baskerville Raceway, 437 Baskerville Rd, Old Beach

Round 2 of the Tasmanian Hill Climb Series and Round 2 of CMI's King of the Hill. Promises to be a good day of competition - Details closer to the event.

CMI Domain Hill Climb 10th Anniversary - Sunday 30th September 2012

The Domain, Hobart

CMI's headline event for the 2012 motorsports calendar. Speed through the trees to the top on a closed public road. Final Round (3) of CMI's 'King of the Hill' Competition. Details closer to the

Targa 2012 - Phillip Blake



It became apparent to me (it had already become apparent to others) that the OT 1600 was still not going to be ready in time for Targa; it might have been possible but too risky.

Out came the Lancia, then. Monty and I drove it at Collinsvale and scared the wits out of ourselves – it was all over the road. A visit to Pedder's told me that the left front wheel bearing and the right lower ball joint were worn out, so we had them replaced and a wheel alignment done.

Tony Gray now flushed out and replaced the brake fluid, replaced the needle jet in the carburettor and got the car running smoothly.

So when we set off for Launceston we were not expecting any trouble. However, it was still 'darty' – wandering all over the place on bumps and making hideous bangs on the big bumps. A chat to Jack Waldron showed us first that the new strut brace was hitting the front suspension, and then that the steering rack mounting on the firewall had

cracked a couple of spot welds, allowing the rack to move.

I made a cardboard template for a reinforcing plate at the Silverdome, and Greg Garwood said that he would get a steel plate made and let us use his workshop to put it in after the Prologue.

The night before the Prologue, Gary Hughes pointed out the cause of a lengthening brake pedal – a lost split pin in the pedal adjuster. With this fixed we were ready for action.

Or so we thought.

When I nearly collided with a Porsche coming out of the Silverdome, I confided to John that we had no brakes. None at all. Just a pedal that stopped halfway to the floor. This was a bit unnerving, especially as the brakes returned on the way to Lilydale (Prologue 1).

We had no problems on Lilydale despite some concerns about the possibility of another brake failure; but at George Town the brakes failed again as we came up to the start line. We did the

first third of George Town with no brakes at all; then they came back for the middle third, and disappeared again somewhere towards the end.

'That's the scariest thing I've ever done', I said as we pulled up. (Little did I know that it would not occupy the top spot for long...)

Jake Hill had a look under the bonnet at Regent Square and diagnosed a blocked vacuum valve. When he cleaned it out we had brakes again – but this only explains why we had lost boost, not why we had lost everything.

A trip to Greg's workshop saw two of his boilermakers fitting the plate for us, and the handling being transformed back to the sweet car it should have been.

Day One was the Launceston/Devonport loop – which was why Mary found us stranded by the roadside near Westbury with seized-on brakes. I had made an adjustment to the pedal travel and then – as I thought – backed it off for more travel. The brakes had got hotter and hotter and finally ground us to a halt. Cracking a brake nipple got us going again, and I adjusted the play properly before we left.

On Quamby Brook Stuart Craft caught us when we went straight on at the tricky hairpin, and then John had his first taste of high-speed action as a driver over the very fast crests and sweeps of Deloraine. The Carrera Panamericana Oldsmobile 88 caught us here in a blast of V8 sound, and you could see why the crew were former winners of

'If it's like this I'm not going over that crest flat out.'

that event.

We were faster on just about every stage than last year, which is not surprising as the car was better; John also drove Moriarty and enjoyed it. On Palooka we were 54 seconds faster than 2011.

Holwell was wet and greasy, and as we came up to the start line I said 'If it's like this I'm not going over that crest flat out.'

'No argument from me', said John.

But when we reached the downhill/uphill 900-m straight with 'that crest' at the end, we both noticed that it was dry.

Jake tells me that we were among the few who didn't lift going over the crest. We didn't take off, but got wheelspin at about 160 km/h – as we did over the next one 250 m further down the road.

Kayena – which seemed very fast in the opposite direction – took us back towards Launceston and a more routine

servicing.

The car was going like a dream, and stopping like you wouldn't believe, so the trip to Rossarden next morning, although damp, was very pleasant. John was scheduled to drive this stage – he was to do the first and last stages on Day Two.

Rossarden was also run in the opposite direction, so the twisty and dangerous gorge section was now uphill. Emerging from that, we howled across the very fast plateau section towards Rossarden and started the downhill run.

Then came a straight followed by a damp Right 10/Left 9 combination. We lost it on the Left 9 and left the road at about 140 km/h in 5th gear, jumping a huge culvert, missing a hydro pole, passing sideways between two big trees and finally hitting a couple of trees 300 metres from where we left the road.

After we put out the triangles and OK signs I noticed that John was in a lot of pain from his neck, and offered to flag down a

car to get an FIV. When he started to go into shock I tried to flag some down, but two went past because they were going so fast they couldn't stop. A Lotus Exige got pulled up, and called in the FIV, which arrived 10 minutes later. Both of us ended up going back to Launceston in an ambulance, and being X-rayed for neck injuries.

My friend Damien Reid picked up the car on a tow truck, and we agreed that it wasn't worth trying to straighten it overnight because of the damage in the engine bay – snapped tie rod, broken gearbox mount, snapped exhaust manifold (no wonder we have sore necks) – so we decided to stay with the event and give Geoff Storr and Steve Caplice a hand.

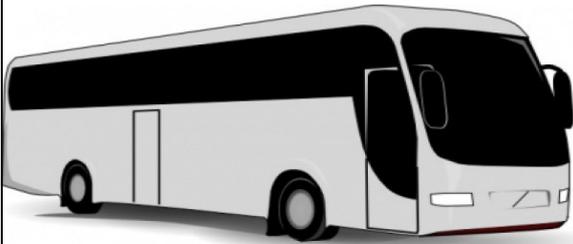
We seem to have passed our luck on to them, because while we waited for them in Strahan we found that they had hit a tree on Gunns Plains and were also out.

And that was it for another year. Back to work on the OT 1600.



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