

Presidente

Tristan Roberts
E: bogkinnie@hotmail.com

Segretario

David Mitchell
Ph: 0419 565 786
E: david.mitchell@environment.tas.gov.au

Tesoriere

Keith Ellis
ellisk@bigpond.com

Club Capitano

Monty Reading
Ph: 0419 112 838
E: monty7008@hotmail.com

Direttore/Editore

Ryan Russell
Ph: 0418 591 584
E: cmi.editorial@gmail.com
E: russellr@utas.edu.au

Membership

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

Commissione Membri

Graham Mitchell
Phillip Blake
Kim Briggs
Garth Newton

Enquiries

For information on the club and general enquiries call any of the above members, or visit our Web Site: www.cmitas.org

Address general correspondence and enquiries to:

The Segretario
Club Motori Italia Inc
PO Box 514
North Hobart 7002
or email
clubmotoriitalia@gmail.com

Advertising rates

1/4 page	\$7.50 per issue
1/3 page	\$10.00 per issue
1/2 page	\$15.00 per issue
Full page	\$25.00 per issue

Full yearly Membership fees:

1 July 2011 to 30 June 2012	
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, 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.



STATE HILL CLIMB SERIES
(ROUND 2)
BASKERVILLE
Sunday, 15 JULY 2012



[Photo by Paul Rice](#)

Sup regs and entry forms available at:

www.cmitas.org

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The Shannons auction guides are always a good place to find desirable cars and this month, it was a Stutz Blackhawk that caught my attention. While not explicitly Italian, the Blackhawk's swooping exterior was prototyped by Ghia in Italy and as such, has a place in this column. The provision of an Italian built body, a GM platform and big block engine gave the Blackhawk the exclusivity that such a car required, yet allowed for ease of servicing in the US.

Ghia initially hand built around six Bodies each month in their Italian plant and shipped them to the United States from 1970; totalling around 500-600 examples. Although all early examples were coupes, Convertible versions called D'italia were made available in later production life. Extravagance and exclusivity were foundational to the Blackhawk's elitist following, and inside it was lushly finished with Connolly leather and mink carpeting and featured 24 carat gold trim, making it the car of choice for the discerning star with the list of owners including Elvis Presley, Sammy Davis Jr, Lucille Ball, Elton John, Al Pacino and Muhammed Ali.



The glamorous Italian/American Blackhawk was a status symbol for Americans in the 70's and 80's and are representative of the era. By comparison today, the car to be seen in is the much less glamorous...the Toyota Prius. While Brad and Angelina are undoubtedly celebrating this month's release of the new 'Prius V' people mover (yes that's right, an even more heinous Prius is possible) I could only pause and hope that these horrid hybrids don't represent contemporary society in the same way the Blackhawk expresses the 1970's. As an optimist, I like to think that it is not the toxic nickel filled Toyota Hybrids that define the noughties as 'economical' and 'woeful', but rather the great cars like the Buggati Veyron and Ferrari 458 Italia that seamlessly meld excess with frugality. Paradoxical as this may seem, they are glamorous, elitist and expensive cars but are also relatively light (employing the use of carbon fibre and aluminium) and fuel efficient when paralleled to the output figures they produce. So perhaps it's not all doom and gloom for the noughties after all.





A Word from Presidente Tristan Roberts

Bon giorno

Strangely enough, after musing on it last issue, I did end up entering the Alfetta in the Baskerville Regularity. Equally strangely, I found that the brakes suffered severe fade after only a few laps, a problem that came and went to varying degrees throughout the day. Despite this, the car and I both thoroughly enjoyed the event. A full report on the day is found elsewhere in this magazine.

As a result of the brake issue, along with a fair whack of wheelspin through most corners and a collapsed top transaxle mount, I've since obtained a later model transaxle with a limited slip diff from Alex Ransley, so that I can tackle all of the issues in one hit. The logical next step would be a 3 litre motor but we shall see.

I'm also determining what to do with the 'fleet' at the moment and it seems likely that both the Humber and the 33 Quattro will have to go. If you want a real shot at this year's G.I.T. Award you should take both of them. The 33 could be a good car for club events, especially if it's wet. You might have to fight Norm Henry for the Humber, given it has a towbar.

Don't forget our upcoming events - the Baskerville Hillclimb on July 15th, the Economy Run on July 29th and of course the 10th Domain on September 23rd (run an Italian car if you can - buy, beg or borrow one).

Ciao, Tristan.





The Committee has explored the viability of our past events, but are excited for what we have upcoming. Monty Reading Reports:

Since my last report the CMI regularity was run on Sunday the 20th of May at Baskerville. The number of competitors was low, but those that did turn up had a great time (see robs report).

With two events already run this year (Collinsville Hill Climb and the Regularity at Baskerville) low numbers have been down causing the committee to question the viability of such events. Whether there is a lack of interest within the club, or a lack of time and or money, the club can not afford to

keep running events with out greater numbers. So if you are a member of CMI that wants to see the continuation of these past events get out and support them, because without your support their future looks bleak.

As Tristan detailed last issue, work on the club trailer has started with a clean out of all the unused and broken items that can no longer be used. The motorsports trailer has now undergone modifications which should make it much more user friendly . We hope to have the job completed in time for the Domain Hill Climb.

Preparations are well under way for the 10th running of the Domain Hill Climb, the only hill climb run in the city of Hobart. Entries are limited and will fill fast so get in early to avoid

disappointment. Entries will open soon after the Baskerville Hill Climb; see website for details

The next event is the hill climb at Baskerville on Sunday 15th July and as it is round two of the Tasmanian Hill Climb Series, entries are now open and filling fast, so get in early. If you would like to help out on the day please contact any of the committee members, your help is always appreciated.

Ciao,

Monty





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SO PERFECT. STILL IS. ”



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CMI Regularity – Baskerville
20 May 2012

The regularity is my favourite event of the CMI motor sport calendar and I was looking forward to it all the more this year knowing it would be the only event I would enter in 2012. With Hobart putting on an unseasonably warm and sunny day, the scene was set for a great day; and so it turned out to be. The only downer was the small field which meant a lot of members were missing out on a really good event and the financial viability of the event was compromised. On a positive note, the field was made up of mostly CMI members and six Italian cars that included Ryan Russell's Giulietta and Steven Wade's GTV 6 which made their maiden outings at Baskerville.

For those who aren't sure what a regularity is, it is a deceptively simple motor sport event. You nominate a lap time and the winner is the driver who laps closest to that time over sixteen laps. Outright performance has nothing to do with the results, and this makes it different from just about every other form of motor sport. There are allowable upper and lower lap times but you can drive just about as fast or slow as you want to in pursuit of consistency.

The day starts with practice laps and the paddock soon buzzes with discussions about strategy. In the past I have approached this quite scientifically by identifying standard breaking points, limiting my top speed on straights etc. This worked pretty

well but given that it was my only event for the year, I changed strategy and decided to drive at a speed which was frightening but manageable - I wanted to have fun! This worked surprisingly well as I had an absolute ball and I ended up winning the event – breaking an 18 year drought in the process!

Some personal highlights of the day included: hearing Tristan Robert's Alfetta V6 and Steven Wade's GTV6 at full song; watching Peter Bailey and Alex Rice dance on the edge of disqualification (they nominated lap times 65 and 66 seconds and 64 seconds meant disqualification); having eight cars in the running to win at the beginning of the last session, and watching the anticipation as the final results were read out.



This event deserves to survive but needs your support. If you enjoyed it this year, tell your friends and get them along next year. If you didn't compete this year, give it a go next year, it is equally well suited to experienced competitors and novices and a road car will serve you just as well as a track car. It is a great way to enjoy your passion for driving on a track at a speed you are comfortable with.


Robert Madigan



CMI Motorsport and Social Events Calendar 2012:



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 and entry forms on the website

CMI Economy Run—Sunday 29th July 2012

 Derwent Valley Region

This year the course will meander around the beautiful Derwent Valley region. This fun event often yields surprising results and some unlikely vehicles which last year included a V8 Lamborghini and a V12 Ferrari fighting it out for the wooden spoon.

Meet at the Retro Café for a 10am departure. Further details on the CMI website or contact Graham Mitchell on 6239 1080

CMI Domain Hill Climb 10th Anniversary - Sunday 23th 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 event.

Past Social Events:

CRYPTIC RALLY.

As usual Philip and Mary Blake created a well crafted cryptic excursion for our fellow CMIers to navigate. Congratulations to Monty, Catherine and Adam Reading for their comeback win for our 2012 event!



Gonna try with a little help from my friends...

The OT 1600 is looking a lot more car-like these days – thanks to a lot of late nights and a lot of lengthy visits from friends.

The steering and suspension are all done and awaiting sorting, the motor awaits its first drink of fuel and charge of electricity, and the brakes... well, there's a bit of a story there.

I was doing my best to get all the brake bits in so that we could trailer it down to Tony's and fit the brake pipes. I had nipples and tube nuts for all the required places, I had all the splitters, the brake bias adjuster was fitted, the front and rear remote boosters had been shoe-horned in, all the callipers were on... and then we discovered that my mechanical handbrake calliper was not working and, according to Tony, was never going to work. In some ways this was almost a relief, because the Alfa 33 calipers I had in the back were very big and heavy, and there were a large number of bolts, nuts and adjusters concentrated in a very small area. This was going to make maintenance and repair a fiddly job, and we had gone to great lengths to avoid fiddliness up to now.

So Tony and I split up for the start of the night – me to pull the back brake assemblies off, he



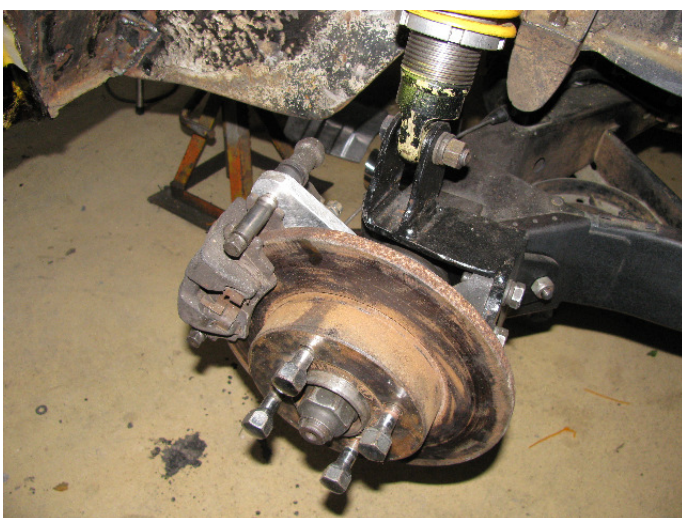
to start building the carburettor actuation linkage.

We cast around for a replacement rear brake, and found it in the form of a set of quite small rear callipers from a Mazda 626 from the early 80s. To fit these it was necessary to calculate exactly where they needed to sit – which I did by placing them on the rotor with cable ties and metal packers slipped in to adjust various spaces – and then draw up and make a wooden template for a brake mount.

It took about six hours to produce the brake plates, which are slightly unusual in having threaded holes for the two shafts on which the calliper slides. If these are even slightly out, the brakes won't work. Luckily they are OK.

One great leap forward is the fitting of a cable-operated gearchange system. This was – compared to some of the other things we have done – relatively straightforward; it was approximately the sixth attempt at a gearchange. The only small drawback came when I fitted the bespoke alloy cover for the gearchange mechanism and found that the passenger seat no longer fitted. It fits now, thanks to Mr Makita and Mr MIG.

Monty Reading has done great work in getting the wiring to the point where we are just about ready to wire the dash. All the wires have been run to various components, all the corrugated



“We have a target of mid-July”



trunking is in, all the grommets are done.

A new aluminium electric water pump is on the way, and once it comes we can start the construction of the under-car pipes that lead the coolant from the front radiator to the engine.

And after that there won't be a hell of a lot to do apart from assemble it, rub it down all over, touch up any dings, rub it down all over, prime it, rub it down all over, paint it and buff it (which is very much like rubbing it down all over).

When not building other stuff I'm bogging and rubbing down the front arches, and my mate Noel Dalwood has been painting a lot of bits and pieces for me – including crawling under the car to spray it with black underseal. I'm not sure he's forgiven me for that yet.

We have a target of mid-July – i.e. the Baskerville hillclimb – to have it running and sorted. Whether this is achievable you will know on the day.





THE ABARTH SCORPION BADGE

The Scorpion was chosen by Karl Abarth as the symbol of his fledgling company as it is the epitome of what his products were – and are – all about – very small, with a very big sting in the tail.

So when it came to the relaunch of the brand for the Abarth 500 Esseeze, there was only one thought: Never change a winning symbol. At the most, modernise it.

The characteristic feature of the Abarth trademark, the legendary scorpion, is an essential part of an inestimable heritage, made up of victories and passions that have produced one of the great cult phenomena of modern motoring.

The logo is even more aggressive today with new black colouring and the addition of very clear, well defined graphic elements. The lettering remains very



close to the original typeface, but is more distinctive, while the small tricolour strip informs that the brand is 'Made in Italy', without weighing down the overall impression.

The shield structure, a symbol linked to the concept of victory, and the positioning of the red/yellow colours that have always repre-

sented the "racing" universe, have also been modified to modernise the identity while respecting the values of tradition.

The objective of the designers who revamped the Abarth symbol was to reproduce in a modern key the expressive power of a name that has been on everyone's lips

since 1949, and will continue to be at the centre of attention in the future.

Edward Rowe





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Saturday 27th October 2012

Shannons gTake Your Tops Off h Convertibles
Car Show (in aid of Breast Cancer Research)

Parliament House Lawns

Great people fs choice prizes ? open to anyone
with a convertible 10.00am -3.00pm

Contact Rod Belbin on 0408314309 or email rod-
ney_belbin@shannons.com.au for entry details

Saturday 10th November 2012

MRA North 25th Anniversary Ride (note : No
Show & Shine)

More details about other activities for this anniver-
sary run as they become available

25th-26th 09.2012

Community Awareness Weekend

National Auto Museum?Car Display

10.00am to 4.00pm

86 Cimitaire Street- Launceston

Contact: Phil Costello (Manager) on 63348888 or
fax 63348889

16.09.2012

Shannons Bikes by the Bay

Foreshore Tavern

Lauderdale

10.00am to 2.00pm

Open to all motorcycles veteran to late model clas-
sics

Barbeque and drinks available on site

Contact: Rod Belbin @ Shannons Insurance on
0408314309 for details

23.09.2012

VCCA Swap Meet

Willis Street Car Park

Launceston

Contact: Ken Watts on 0411404560 for details

06.10.2012

Shannons Take Your Tops Off for Breast Cancer
Research

Show & Shine for ALL convertibles cars from vet-
eran to new vehicles

Parliament House Lawns- Hobart

10.00am till 3.00pm

Free Entry

Great prizes for people fs choice

Contact: Rod Belbin @ Shannons Insurance on
0408314309 for registration details

07.10.2012

Rock & Rodz

Car Show and Rock & Roll Music Festival

Longford Sports Grounds

Contact: Dave & Wendy Okeefe on 0407972752

13-14.10.2012

Historic Race Meeting & Shannons Show & Shine

Baskerville Raceway ?Hobart

Contact: Mike Ellis on 62396545 or Bruce Hills on
62489480

21.10.2012

Shannons Car & Bike Expo including the Tasmanian Rocker Cover Racing Championships

Tasmania's largest Car & Bike show

10.00am till 3.30pm

All entrants must be on site by 9.30am

Trade stands, live 60s music & food stalls

Open to all classic cars & motor cycles built over the last 100 years

No entry forms required & no cost to enter

Contact: Rod Belbin @ Shannons Insurance on 0408314309 for more details

27.10.2012

MRA North 25th Anniversary Awareness Ride

Contact: Judi Clark on 0409291024

04.11.2012

VCCA Northern Section

Gordon Fysh Memorial Tour

Launceston to Ross & Hobart to Ross

Contact: John Biggelaar on 0408125199 for details

11.11.2012

Forcett Car & Bike Show

Forcett (10km from Sorell)

Contact: Mandy Alan on 0409006597

25.11.2012

Ross Motorcycle Show

Ross Memorial Oval- Ross

Contact: Howard Burrow on 0439481291

01.12.2012

MRA South Toy Run

Derwent Entertainment Centre to Hobart Waterfront

Contact: Rob Cooper on 0412171066

02.12.2012

Shannons/Salvation Army Classic Car Xmas Charity Run

Hobart & Launceston groups meet and drive in convoy to Campbelltown Memorial Oval

Bring a gift for the Salvation Army Christmas Appeal (food/non perishable items greatly appreciated in lieu of toys)

Spot prizes & music

Contact Rodney Belbin @ Shannons Insurance on 0408314309 for more details



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MEMBERSHIP RENEWAL NOTICE:

Memberships are up for renewal as of June 30th 2012. Renewals will be sent out shortly. if you are unsure of your membership status please contact Rob Madigan:

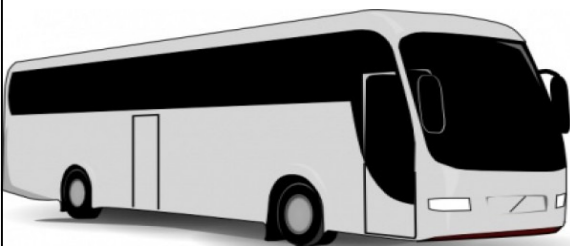
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