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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, 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 any 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.



ABOUT CMI



Club Moteri Italia was formed in March 1995.

The club's main aims are:

- To promote interest in Italian motor vehicles
- To promote social interaction for members
- To enhance the image of Italian motor vehicles in general
- To encourage the participation of members in all forms of motorsport and to cooperate with similar clubs throughout Australia and the world

The club conducts a mix of social and motorsport events, including the Domain, Calbarvale and Baskerville Hill clubs. Our affiliation with CIMS (Confederation of Australian Motorsports) gives us access to public liability insurance and professional supervision when running sanctioned club-level competition events and when attending events run by other affiliated clubs.

Monthly meetings are held at the Hobart Civic Club, 134 Dawry Street on the 1st Tuesday of each month from 1830. New and existing members are invited to come along for a drink and a chat, and volunteers to assist with events are most welcome.

CONTACTS

President	David Mitchell	0419 565 786
Club Captains	Gary Hughes	0428 124 470
	Peter Lowe	0407 873 284
Membership officer	Robert Madigan	0402 628 652



Italian cars owned (for event planning purposes)

MAKE _____

MODEL _____

TEAM _____

ENGINE CAPACITY _____

If you own multiple vehicles, please provide information on separate sheet.

Website: www.cmi-tas.org
 Email: clubmoteritalia@gmail.com
 Postal address: PO Box 514
 North Hobart TAS 7002

APPLICATION FOR MEMBERSHIP



Title: _____ First name: _____

Surname: _____

Address: _____

Suburb: _____ Postcode: _____

Phone: _____ Mobile: _____

Email: _____

Membership type: Social

Please note: Social CMI members cannot apply for a CMI license. If you wish to hold a CMI license you must join as a competition member.

Competition

Family

Please note: Modern 3 competition members – please include make of all motors

Amount payable*: \$ _____

Cheques payable to: CMI Moteri Italia Inc.

Online transfer to: myfibre E38 887 2007 Account no. 51338411.

Please indicate name on transaction and email completed application form.

If accepted as a member I agree to abide by the rules of the club.

Signed: _____

Date: _____

Which existing CMI member referred you? _____

* Membership fees for new members – note common expiry date of 30 June				
Join between	Social	Competition	Family	
1 Jan-31 Mar	\$25	\$35	\$50	
1 Apr-30 Jun	\$15	\$20	\$30	
1 Jul-30 Sep	\$45	\$65	\$90	
1 Oct-31 Dec	\$35	\$50	\$70	

I have allowed myself to be lumbered with the job of producing *Veloce Nota* again. (In the best Italian tradition, they made me an offer I couldn't refuse.)

What this means is that the magazine will once again be appearing in your letterbox and on the website every couple of months.

The exception will be if we don't get enough to fill a magazine, in which case we will not be wasting club money by sending out a very slender mag. In-

stead, it will appear only on the website.

There is quite a lot by me this month, but that's only because I had these bits written before and there was nowhere to put them. In other words I do not intend to do the magazine as a single-handed voyage.

I have been asked by Signor Madigan to tell you that memberships are now due, so get them in. The club runs on mon-

ey and enthusiasm, rather like your car does.

The magazine runs on stories alone, so if you have one, get it to me. If you're not too sure of your capabilities, talk to me and I'll help you. It's not as hard as

you might think to tell a coherent story.



Club Captain's Report

Baskerville Regularity

Twenty-three people turned out for this event – a very enjoyable, low-key way into motor sport, and still a good competition.

The day started with timed practice in the morning until lunch, when we all enjoyed a great meal that was supplied by Ken Lewis from 'Ken n Barbie'.

Then drivers were asked to nominate their times, and in the afternoon they set out to match them as closely as possible.

The competition in the afternoon was fierce, with many achieving close to their nominated times.

The full results are shown elsewhere in the magazine.

Remember, this is a competition you could win in your family car, just by being consistent. All it takes is good driving. And it is no coincidence that the people

who do well in regularity are also usually capable of doing well in the other disciplines of motor sport.

Give it a go next time!

Baskerville Hill Climb

See report later in this issue.

Upcoming Events

Our next upcoming motor sport event is the 11th annual running of the Domain Hillclimb on **Sunday 22 September 2013**. This will be the final round of the Oakley's Coaches King of the Hill Challenge.

This is a great day out, and a nearly unique event: the only hillclimb in Australia this close to a city centre.

Blakey and Damien Moore have also revised the course and have devised a way to make it a bit safer, while also making it slightly longer and more interesting, while still

keeping the character of the original hillclimb.

Start thinking now about putting your entry in to avoid disappointment!

Monty's mutterings



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Parafly



Sincere apologies for the delay between issues – fortunately you are reading this now thanks to the efforts of Philip Blake, who has once more stepped into the Editore's shoes to ensure that we can keep this publication going.

Many of you would have seen, heard, or been involved in the events held to date this year. All have seen good turnouts, but for some it has been rather touch and go in that many have turned up at the last minute. Weather this year has generally favoured us, fortunately.

Future events are looking interesting, with a concerted kick start of the social calendar for the remaining half of the year as we head into longer and warmer

days. The first cab off the rank is the mid year dinner at Solo Pasta on 27 July 27, with the Economy Run following on 25 August. The final major event is the combined display and dinner on 30 November, of which more details will be forthcoming.

For all events, please keep checking both the Club's website at www.cmitas.org and our Facebook page for the latest details, or contact a committee member directly.

I've recently returned from Europe, from the wedding of my brother (and fellow club member) Julian in Tenerife – the largest of the Canary Islands, which is a Spanish archipelago. While there weren't too many Alfas and Fiats in evidence

(some Alfa 156s and scruffy 146s, plus a Fiat 126 BIS and a few current shape Ritmos), there were a lot of early Fiat based SEATs in evidence, including a 5 door 127, a bizarre stretched 124CC derivative and a lot of Marbellas in various guises. One I didn't see but would have liked to was a 458 Italia apparently spotted by one of the party tearing past traffic on the motorway at a zillion revs... One final story was that Chaxi's mother told me that she had in the past owned a 1750GTV and later a 2000GTV which she adored. (She's a very stylish lady, so they would have been well suited.)

Ciao

Tristan

Coming social events

Economy Rally – 25 August 2013

Meet at Retro Cafe for 10am departure. Route to be around Tasman Peninsula.

No gravel roads on planned route but there may be some due to roadwork.

RSVP by 23 August to either info@cmitas.org or to Graham Mitchell on 6239 1080.

Mid Year Dinner – 27 July 2013

At Solo Pasta. 7.45pm. RSVP date 20 July.

RSVP to info@cmitas.org

WHAT A DIFFERENCE A GEAR MAKES

My preparation for Targa West Point 2013 started some time ago. It started after GTV Jake introduced me to a website in England that featured Alfa go-fast bits, engines and gearboxes. Whilst scrolling through it I found what I had to have: close-ratio straight-cut dog gears and L.S.D. to suit Alfa Sud. I promptly sent off a deposit, and it took some months before everything arrived as it all had to be made to order. There were several ratios available, but I think I got it right.

I installed it in the Sud with about 4 weeks to go before Targa WP and didn't have a proper chance to test it, so Day 1 was my learning curve, as I had no experience with dog boxes or L.S.D. I took most of day 1 to come to terms with it all. I said to Cam, while having lunch at Tahune, "I have yet to find my limit", and he said "You've found mine".

Another factor in handling dept was also the wheel alignment: the Sud was understeering a lot and had felt very unstable during the last couple of hill climbs. So a check was warranted that showed 2mm toe in at the front, I reset that at 2mm toe out. WOW, that transformed the handling; the grip and predictability were amazing.

We were considerably quicker on Tahune than previous years and did an identical time on Longley to 2011. Even though we had blown all exhaust manifold gaskets and the engine sounded like a chaff cutter! We replaced all exhaust gaskets and gave her the once over. Even my

2011 brake pads did not need replacing, and we placed the Sud back in Parc ferme.

Day 2 is my favourite day. Pel-



verata is the first stage. We had Wayne Pffingst (Datsun 1600) in front of us on the start line. We had finished Day 1 23 seconds in front of Wayne, but didn't expect to pass him 7 km into the stage. We ended up 10 seconds quicker than our 2011 time.

Next onto Stage 9, Nichols Rivulet which is running the opposite way to 2011. The Sud absolutely flew, caught and passed an Evo 10 and MGB. Cam said he asked me to slow down – lucky I didn't hear him.

Targa Stage 10 is Gardners Bay, also running opposite direction. Start line is at Woodbridge, we have a red Evo in front, it's a long climb to top and we swoop down the other side, catch the Evo right on finish line, finish up 9th outright quickest.

Targa Stage 11 is Cygnet which has reverted back to the original

mid 90s course, we have a blue WRX STI in front on start line, once again long climb to the top and descent all the way down to the Huon River, 90degree right

hand turn at the bottom of a downhill straight, used all the gears and brakes to wash enough speed off to turn right. We follow along the banks of the Huon River for several km and then hard right. Start climbing again back up right to the top and then descend again into Cygnet. We catch the WRX STI just before the finish line. We are running very light fuel loads and refuelling 5 litres every stage. Weight is very crucial to our performance. Targa stage 12 is back to Nichols Rivulet, we shave 5 seconds off our previous time and haul in the BMW 1301 running in Showroom.

Targa Stage 13 sees us lined up at Woodbridge again for Gardners Bay, blue Mustang in front of us. All these stages are a long climb uphill, with steep descents. We record an identical

time, place 8th outright and catch the Mustang. God, I love this gearbox.

Final Stage for the weekend is Cygnet and on the start line, in front of us is a latest model Porsche Cayman running Show-room Sports. Yes, guess what, we caught him. We end up 6 seconds quicker than our previous time, we thrashed the Sud all weekend and, once again, it proved 100% reliable and extremely competitive. Our finishing order was 1st Class A, 15th outright Classic and 11th on handicap. The handicapping system is extremely poor; however that's life.

The gearbox is amazing, the ratios just right and my wife is still not talking to Jake. This was only the second time Cam and I used pace notes; even then we only had notes for Tahune and Airwalk and Longley Day 1 and Pelverata Day 3. If we do any more Targas, pace notes will be purchased.

All in all it was a good event but I feel the hierarchy are catering

more for the Modern Cars than Classic. Day 1 Stage 5 and 6 we caught a latest model Nissan GTR running Modern. It makes you wonder when a 30 year old Sud with 40 year old technology can catch these modern cars. Who said money can't buy happiness?

I'm obviously a glutton for punishment as I had the Sud entered in Highclere Hill Climb back of Burnie the weekend after Targa. It was the first round of the Tasmanian Hill Climb Championship, so loaded Sud onto the trailer for the trek North, stayed in Penguin at my cousins Friday night, ready for an early start to Highclere.

Saturday morning, lo and behold Stuart Craft GTV6 and Peter Heron GTV6 also made the trek North for this event. I called it Horsepower Hill, a beautiful wide smooth surface, steep hill with basically 2 corners, although no 2. corner was quite technical.

Peter Heron was very successful, winning Class C and Stuart picking up 3rd in Class C.

I also pick up 3rd Class A being easily beaten by two MR2 Toyotas and the event was very well run by NWCC. The next event on my calendar is Collinsvale Hill Climb, March 17, when I will be defending my 2012 King of the Hill title.

Many thanks to my sponsors Oakley's Coaches, Laurie Loves Tyres and Club Motori Italia. Also thanks to my son Cameron for sitting in for the last four Targas and many thanks to our families, a huge thank you to Stuart Evans and Ian Watt, my Service Crew, they worked tirelessly all weekend and unless somebody pleads with me to drive their car in future Targas, I think that was my last one.



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Tony finishes the flares

Last time we talked - OK, I talked - I was making wild promises about when the car would be finished.

Since then it has occasionally looked even less finished - despite the fact that it has won the Doug Goodwin Award for mechanical improvement.

It certainly ran, and accelerated and braked and steered.

The trouble was that it didn't do all of these things as well as we would have liked, and certainly not as well as a racing car should.

One night in the workshop we realised that everything was now connected, that Monty had put the finishing touches to the wiring and that we had petrol and oil and water at hand.

A flurry of funnels and containers, a jury-rigged fuel connection and she fired up.

'Fired' was the right word, because flames kept shooting alarmingly out of one of the Weber 40 IDF carburettors.

Many days of fiddling followed as we tried to get it to run properly. Eventually we tracked at least part of the problem down to one of the remote brake boosters, which I had bought in 'good running order' from eBay. There was a great greasy hole in the diaphragm, and rust and dirt everywhere else...which meant that instead of the carburettors creating a vacuum in the booster, the booster was leaking air into the carburettors and ruining the mixture.

This problem took several months of small alterations to fix, in the course of which the carburettors came off three times to look for leaks or to clean things out. At times the carburettors displayed the symptoms of richness and leanness simultaneously, which was a bit disturbing. At various times we suspected the cam timing, valve leaks, ignition timing and spark plugs, and all of these were duly checked or improved.

The one thing it always did well was go if you put your foot to

the floor - which, as old Targa hands will tell you, is not always the best way to drive a Tarmac rally car.

Which brings me to the matter of stopping. During the early tests it kept locking the front brakes - or one of them anyway - which we found a bit alarming as the brake bias lever was on the back brakes. We thought the locking might be due to a too-hard front spring, so we began taking leaves out of it. No easy task. Gradually we took out all but one, and then I found that the front was sitting on the bump stops once all the stuff had been bolted into the car. So we began putting them back in one by one, this time greasing them extensively. And we ended up back where we started, with all leaves present. Now that there was weight on the front, and a bit more compliance from the spring, and the brakes began to bed in, the brakes returned to pretty much what they should have been.



They were helped along by a bit of sponsorship from RDA/EBC brakes in the form of a set of Greenstuff rear pads and a pair of Alfa slotted rotors. Very nice.

And then we got it registered and took it to the Collinsvale Hillclimb to act as the zero car. John Vagg and Ryan Russell

were the passengers, and neither of them seemed unduly frightened - which is more than could be said for me.

When I took it to Bridgestone Select for a wheel alignment I thought it would tame the beast immediately. A couple of things got in the way of this cosy scheme. The first was that the toe-in settings for a standard Fiat 850 - which was all I had to go on - were unlikely to be correct (especially as the front toe was



Filantoni /132 front end

specified at 11-13 mm!). The second was that the wheel aligner discovered that I had two separate steering systems, one operated by me though the steering wheel and the other by the car through the transverse leaf at the front, which was swivelling like a billy-cart axle. This altered the caster of each wheel in opposite directions every time I hit a bump, braked or steered.

I fixed this problem by making up clamps that prevented the spring from moving in the horizontal plane, and had a new alignment done. This allowed us to do a brief track day at Baskerville. Dave Dungey and Geoff Storr came out to give me a hand, and after we checked the

tyre pressures I took the beast out to do the first half-dozen shakedown laps.

We had a tyre temperature gauge in the pits, but Geoff and Dave were able to get a pretty good handle on the pressures just by feeling the tyres, looking at wear marks and listening to my remarks.

Speaking of my remarks, I think a useful instrument to have in the pits would have been something to measure the paleness of the driver's face. The car scared the tripe out of me in that first session. It wouldn't pull up in a straight line, it sure as hell wasn't interested in trail braking, and it wasn't all that keen on a trailing throttle. Nor was it stable once I got it turned in.

None of this would have been so bad if it had been gutless, but it was pretty quick in a straight line.



Dave checks plugs

Dave and Geoff lowered the tyre pressures at front and rear over the next couple of sessions, and then we started to work on the rear shock absorbers. We started with them on full soft, which was a bit scary, and gradually added stiffness until we were 15 clicks up the scale.

By the end of the morning the lap times had gone down from 1:24 to 1:17, which isn't exactly

pole position but satisfactory for a completely new car with fundamentally altered engine, weight distribution, wheels, steering, brakes and suspension. However, to put it in perspective, I had been doing similar times for regularity events in the Lancia, and doing them with a lot less effort!

We were sufficiently encouraged by this to put on the new sticky tyres, and to invest in some adjustable front shocks.

While fitting these we also re-installed the front sway bar, which we had removed to stop it fouling the new front cross-member.



What we hoped to show the rest

Setting the tyres at pretty much the same pressure as the old ones, we launched into a few laps of Baskerville, watched over again by Geoff Storr and at a distance by Dave - who had given me an ordered list of things to adjust.

It seemed as if everything was spot-on from the word 'go'. Apart from a massive oil leak caused by a loose cam cover, the car felt really good. The new tyres just hung on, and the handling seemed pretty neutral. I

could provoke oversteer, but almost never understeer; and its former reluctance to turn in on a trailing throttle or under brakes was gone.

The times reflected this: I did a couple of 1.14.7s, declared myself happy, and we went home. Targa would be the next hurdle.

Victory

If you had asked any member of the team what their ambition was for Targa Tasmania this year, you would have got the same answer: 'Just a finisher's medal.'

As you are probably aware, we did rather better than that. We did get our finishers' medals, but along the way the OT 1600 also scored a Targa Trophy, a class win and outright victory in the Classic Florio.

Admittedly there was a very small field in the Classic Florio, and admittedly various engines blew up ahead of us; but ours did not.

We didn't have it all our own way: the car was only finished a month before the event, and it had done a (scary) spell as the Zero car at the Collinsvale Hillclimb, as well as the two short tests at Baskerville.

So when we lined up at Kayena for the first of two Prologue stages, we were uncertain about how the car would perform. Not bad, as it happened. We were only overtaken by one car, a Ferrari 308 GTB. On the George Town street stage, nobody caught us. But when we drove into Regent Square, we got a bone-shaking ride. The front

suspension had settled onto the bump stops.

We spent that evening working out what to do and making phone calls to put contingency plans in action. We ended up redesigning the front shock absorber brackets, getting them re-welded and moving the bump stops, before reeling off to bed at 11 pm.

Next day was pretty good, and we took it fairly easy for the whole day. We did see speeds on the north side of 160 km/h a few times, which I was pleased with. But on arrival at the Silverdome after the eight stages, we found that the top of the air filter had blown off and disappeared. A call to Terry Harper of Weldrite soon fixed that. Terry took the measurements over the phone, made the piece and brought it up to the Silverdome to fit it.

The new Terraphone intercom was not working very well, and I was having trouble hearing John's calls, so after some experimenting we switched the set around so that the driver had the better reception. John was horrified to hear how bad the reception had been for me earlier in the day.

Day two saw us take the first stage at Rossarden (where we crashed last year) very carefully. It was wet and slippery. But we caught and passed a Fiat 124 Sport, which was psychologically important!

On Elephant Pass, we missed third gear going away from the start line and then lost it completely soon after. It was followed by first gear, and despite attempting to fix it (a clip had fallen out of the linkage), we ended up doing all the remaining twisty mountain passes with only second and fourth gears. This could have been worse; we learned a lot about how much torque the car had and how fast we could get around corners. We also learned that at 170 km/h the vacuum behind the car is sufficient to break and suck out a Perspex rear window.

This meant another call to Terry to see if he knew where we could get a new window made, and a visit to a wrecker to get the clip for the gearchange mechanism. We then spent the evening at Terry's home workshop, where he and his mate Ashley repaired the gearchange, made a new Lexan rear window, and did a thorough spanner check of the car.



Day two: note the rear window rubber hanging out



Day two: 2nd and 4th gear

We were now lying fourth behind a GT Falcon, a Porsche 911 and a Morgan V8.

Day three took us from Launceston to Strahan via some long and famous stages. On the 37-km Cethana stage, we experienced clutch slip for the first time at full noise in top gear. At around the same time we were caught by an Alfa Romeo GTV 1750, who found it pleasingly difficult to pass us on the straight until we lifted off and let him go.

A new stage to us – Plimsoll – saw our windscreen smashed when an overtaking Porsche threw up a big rock. We finished the stage peering out through a letterbox of vision at the road.

On the last stage of the day, Rinadeena, we saw the third-placed Morgan parked by the roadside just after the start. So we were now third. ‘We are officially coasting’, said John. ‘All we have to do is finish and we’re on the podium.’

Tony Gray was coming to Strahan to spend the next day with

us, and we organised for him to bring our spare windscreen. Next day was our day off and we fitted the screen, adjusted the clutch and cleaned up some of the oil that was leaking copiously from engine or gearbox or both. While we were at the car wash we were approached by Wayne Gerlach, driver of the Porsche 911, to say that he had blown his engine. So we were now second.

We went very conservatively through the Strahan, Queens-town, Mount Arrowsmith and Tarraleah stages, and then when we arrived at Bothwell for lunch we heard that the GT Falcon was out with a broken crankshaft. Even the Classic Florio is a hard event, and we were now leading it.

The Woodsdale stage was fast, undulating and narrow, and it was a nerve-racking drive to get through in one piece.

Then there was only Grasstree Hill, and again the clutch slipped

on the way up the hill. But once we got to the top of the hill we knew that we could coast to the bottom. So we gave it plenty on the way down to Risdon Vale.

At Wrest Point we were diverted into the Winners’ Circle to wait for the call to the podium, and found ourselves lined up alongside our good friends David Currow and Colin Carati, who had finished second to us in their Steyr-Puch Europa. Shortly after we showered one another with champagne, which was more than any of us could have hoped for.

Although the car will be better sorted next year, we are unlikely to do anywhere near as well; but the OT 1600 attracts attention and cameras wherever it goes, and keeps our helpers’ and advertisers’ names in the public eye.

Thanks to all the people who gave us their help in achieving such a fairy-tale victory.





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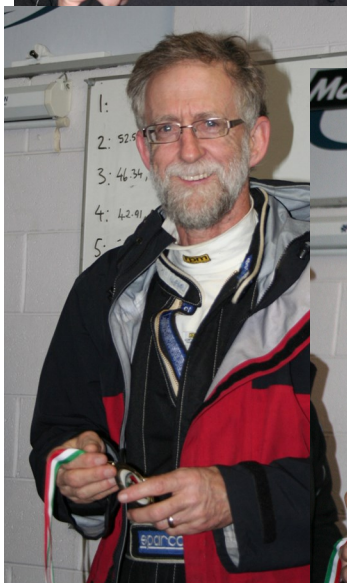
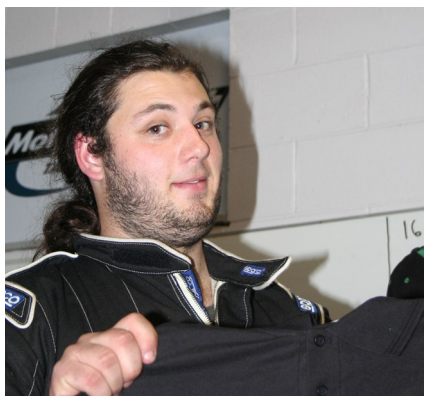
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CMI Multiclub Regularity Baskerville Raceway 20 May 2013													
car No	driver Name	car model	colour	practice	nom time	Gp	RUN 1	RUN 2	RUN 3	RUN 4	pts lost	Points	Place
3	Scott Grainger	Silvia	black	75 73 73 73 70 70 73	71	4	71 71 72	72 71 72	71 71 72 70	71 71 71 72	1 2 3 1	93	1
9	Paul Rice	C/dore s/w	red	68 70 68 68 68 68 70	68	1	68 68 69	68 69 69	68 69 69 69	68 68 68 70	1 2 3 2	92	2
26	Geoff Hopwood	Corolla	white	73 79 82 80 78 76 75 76 78 77	74	2	75 75 74	74 75 75	74 74 73 74	75 75 75 74	2 2 2 3	91	3
18	Nathan Hobson	200SX	grey	68 75	67	3	69 68 67	68 68 67	68 68 67 67	69 68 68 67	3 2 2 4	89	4
15	Tim Williams	HK Monaro	blue	75 75 77 76 75 75 76	75	5	76 76 76	75 74 74	75 75 75 76	76 76 76 76	3 4 1 4	88	5
13	Nicole Bryan	205 Gti	silver	76 76 76 75 75 75 75 75	75	5	75 75 74	75 75 74	76 74 77 75	76 76 77 75	2 2 5 4	87	6
27	Mick Watt	BMW 1	silver	72	70	4	72 72 71	71 71 71	71 71 71 70	72 71 70 70	5 3 3 3	86	7=
33	James Vagg	Skyline	black	69 72 70	69	3	71 71 70	69 68 68	69 68 70 69	69 69 69 68	5 4 3 2	86	7=
17	Brett Mansfield	VL C/dore	yellow	73 84 73 67 71 69 69 69 70 68	69	5	70 70 70	71 70 70	71 70 70 70	71 71 71 70	3 4 5 7	81	9
855	Rob Van Der Neit	EVO 2	white	65 68 65 65 66 65 70	64	1	65 64 63	63 62 63	63 63 63 63	64 64 63 63	3 8 8 4	77	10
29	David Button	Fiat X1/9	rosso	88 87 77	77	2	81 79 79	79 77 79	79 79 79 79	78 78 78 78	8 4 8 4	76	11
16	John Vagg	300ZX	red	76 76 74 75 75 73 73 73	73	4	73 74 75	76 75 75	74 75 76 76	74 75 75 75	3 7 9 7	74	12=
82	Bruce Smee	280Z	white	85 85 81 82 83 83 82 84 81 80	80	2	81 81 81	83 85 82	81 82 81 82	82 82 82 83	3 10 6 7	74	12=
6	Nic Fabrizio	306 GT16	red	71 70 72 70	69	5	71 71 71	71 71 71	72 71 70 71	71 71 70 72	6 6 8 8	72	14=
23	Mark Burns	300ZX	maroon	74 74 74 83 73 72 75	70	3	71 71 71	72 72 72	72 72 72 73	73 71 73 73	3 6 9 10	72	14=
24	Max Griffiths	WRX	red	96 77 68 69 67 72	67	2	68 69 67	67 75 78	67 67 67 64	68 67 67 70	3 19 6 4	68	16
25	Steven Wade	GTV 6	rosso	78 81 81 80 74 78 75 76 79 74	75	5	77 76 76	76 75 76	75 74 //	75 75 75 74	4 2 2 5 2	67	17
141	Peter Kooistra	Cortina	red	77 67 69 69 70	65	1	70 69 68	67 67 67	68 67 68 67	69 67 67 67	12 6 10 10	62	18
40	Luke Peters	2008	silver	68 66 69 66 70 62 67	62	1	66 65 65	65 64 65	65 65 64 64	no time	10 8 10 25	47	19
4	Steve Pratten	Honda S800	white	74 71 71 74 72 71 70	71	4	72 73 73	72 72 79	no time	no time	5 12 25 25	33	20
20	Kyle Peters	2008	silver	73 69 70 68	64	3	68 67 67	no time	63 66 67 66	no time	10 25 9 25	31	21
28	Ricky Scott	323 4WD	white	68 71 70 68 70 73	DNC							0	23=
614	Geoff Storr	GTV4	bianco	71 70 70 71 71 70	DNC							0	23=
from 100 points - - - 2 points lost for each second under (faster than) & 1 point for each second over the nominated time													

Best presented car: Peter Kooistra—Cortina
 Highest placed Italian car: Dave Button—Fiat X19

Baskerville Hillclimb



For full results go to cmi-tas.org—and for a look at Ricey's great pictures of the day (and possibly Garry Griffiths's too, by the time you see this), go to club Motori Italia's Facebook page.

A wet but not too miserable day, and a field of 33 cars put on some skilful competition with very few incidents apart from a couple of mechanical gremlins.

Damien Moore drove out of his skin (and tyres) to take his Escort to first outright against a good field of 4WDs.

There was good competition and a good spirit all day, and the usual super lunch from Ken 'n' Barbie took some of the chill out of it.

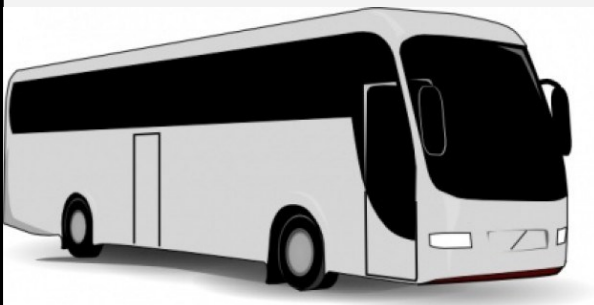
A successful second round of the State hillclimb championship.



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Baskerville Hillclimb results

Driver	Car	Best	Outright Class	Place
Damien Moore	Escort	36.65	1 D	1
Rob van der Niet	EVO2	37.57	2 F	1
Jamie Lonergan	Skyline	38.56	3 F	2
Mark Butcher	WRX	40.10	4 F	3
Peter Nowell	WRX	40.40	5 F	4
Glenna Caine	EVO 9	40.43	6 F	5
Gary Griffiths	WRX	40.85	7 F	6
David Watson	VW	41.32	8 F	7
Max Griffiths	WRX	41.68	9 F	8
Simon Bradley	Celica	42.07	10 D	2
Tarrant Hayes	Liberty	42.21	11 F	9
Jesse Medwin	Toyota	42.60	12 B	1
Don Fraser	Locost	42.68	13 G	1
Peter Heron	Golf Gti	42.73	14 D	3
Paul Rice	Skyline	43.73	15 F	10
Daniel Caine	Corolla	43.74	16 B	2
Grant Medwin	Sprinter	44.04	17 D	4
Nic Fabrizio	Peugeot	44.06	18 B	3
Dennis Burgess	Special	44.15	19 G	2
Jake Hill	GTV	44.16	20 B	4
Stuart Craft	GTV6	44.20	21 C	1
Warwick Hughes	Alfasud	44.43	22 A	1
Deane Hayes	Datsun	44.64	23 D	5
Geoff Storr	GTV	45.09	24 B	5
Alan Gluyas	Toyota	45.62	25 D	6
John Pavic	260Z	45.74	26 E	1
Chris Wilson	Porsche	45.92	27 D	7
Darryl Bennett	Suzuki	46.16	28 A	2
Chris Wiggins	Buggy	46.51	29 G	3
John Vagg	350Z	48.15	30 D	8
Philip Blake	OT1600	48.18	31 A	3
Garth Newton	Fiat 124	48.42	32 B	6
Scott Wyman	Satria	48.79	33 B	7
Graham Mitchell	Fiat 128	51.63	34 A	4

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