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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 first Tuesday of each month at the Australian Italian Club, Prospect, 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.



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Paraflu™

SELENIA

The mag once again has a mix of old and new: a road test (or race test) of the famous 1961 Ferrari by Innes Ireland, a plea for help in finding a lost Fiat 128, some details of the Secretary's Fiat 124 Sport, and the usual reports on motor sport events.

I have done my share of events in the last couple of months, and would have included a report on the Baskerville Historics except that I didn't want it to look as if

I was writing the whole magazine. That's not a precedent any editor wants to establish. Maybe next time. It was a great event and well worth taking part in. I ran in Regularity, which is a lot cheaper and easier but still puts you on the track with some really interesting machinery.

I am spending a lot of time under the OT 1600 these days, trying to stop it from 'pig-rooting' from a standing start. If you try for a quick take-off it shudders

so badly that you have to keep your knuckles away from the gear lever.

I have already pulled the engine out and in again, so I know it isn't the clutch. I am investigating the engine mounts as I suspect the engine is lifting straight up in the air. There may just be too much movement in them, so I am restricting it a bit to see if it gets a result, and if it does we will try for a long-term solution.

MONTY'S MUTTERINGS

New Club Captain Required

Over the last two years I have been honoured to be the Club Captain but the time has come for me to step down and pass the role on to someone else who can bring new ideas and enthusiasm to the position. Seeing the enjoyment that our club members get from participating in the motor sport events that (along with other committee members) I have helped to organise, set up and run gives me a great sense of achievement. While I have enjoyed my time as Club Captain, work and personal commitments are not leaving me the time and energy required to commit to the role.

The most recent motorsport event held by our club was the Domain Hill Climb on a day that was extremely wet. This made for interesting times behind the steering wheel and lots of traction challenges (great fun but hard to set good

times). Full marks to all drivers as there was little body damage to competition cars. Unfortunately the same can't be said for mechanical reliability with the piston from one car deciding to take an unscheduled trip out the side of its engine block (not good for engine life).

King of the Hill results have been finalised and the winners

(King of the hill and King of the Barbarians) will be awarded at the end of year dinner.

If you would like to help your club and are up for a challenging but extremely rewarding role, please attend the AGM and nominate for the position of Club Captain.



Monty—or possibly Tristan—in action at the Domain

Buongiorno.

Summer is just around the corner, but just before we reach it we will be having a full day of activities on 30 November. We will start with the Annual Italian Car Show at Parliament House, from 9 am to 12 pm. Contact Graham Mitchell for further details. Please dig out your Italian car(s) to bring along so we can have an impressive display. That evening we'll enjoy the Annual Awards Dinner at Marti Zucco's from 7:30pm. The final event for the day will be the club's AGM - due to a lack of quorum in October we've had to hold it over. We will hold this towards the start of the dinner and it's expected to take only 10 minutes or so.

We've set dates for most of the events for 2014, and these will shortly go up on the website. One of the first events planned is a raft-

ing trip and there will also likely be another family day out. If you have ideas for any other events you'd like held, please let us know!

I've made a small amount of progress on the 850 since last issue. It's now back in Taroona, and Jasper has helped me to start stripping it to prepare for painting (so far we've only got the front bumper off, but it's a start). The broad plan is to have it ready for Collinsvale but that will probably be a stretch, even though it's generally pretty sound.

I received an email a few weeks ago from a guy in NSW who, it turns out, used to own the Doug Blain 2300S, and is in the process of restoring another. The interesting part is that he bought Doug's car in 1987 from the original owner,

who had it in a barn covered in junk, and at that time it was still in its original colour of blue, with a brown interior. By coincidence, Doug's Urraco also started life as blue and brown. This guy sold the car to the Italian gentleman from whom we purchased it in 2006. The 2300S has therefore been through only 4 owners in 50 years, which is good going.



COMING EVENTS

Glenora Automobile Show 24 November

Details and entry form at www.cmitas.org

CMI Annual Display and Annual Awards Dinner – Saturday 30 November 2013

This year's display will once again be at Parliament House lawns from 9am to 12pm. Please let us know if you're planning to come along either via email to the club, or by calling Graham Mitchell directly on 6239 1080. Go to www.cmitas.org for a form to print out and put on your car.

The dinner that follows that evening (preceded by the AGM because not enough people turned up for the scheduled AGM!) will be at Marti Zucco's in North Hobart from 7:30pm. Go to the club website for details of the activities and presentations at the dinner.

Set menu \$40 forentrees, mains, desserts and tea/coffee, along with corkage fee for BYO wine (the club will supply some wine). Contact David Mitchell on 0419 565 786 or

email david.mitchell@environment.tas.gov.au to reserve your seat(s).

This could be you—
\$4000 as is



My Lancia Beta, as run in Targa Tasmania 2010/11 (and crashed in 2012) is for sale, for the price I paid—\$4000.

The car is now straight, and requires minimal body repair—three dents to be repaired.

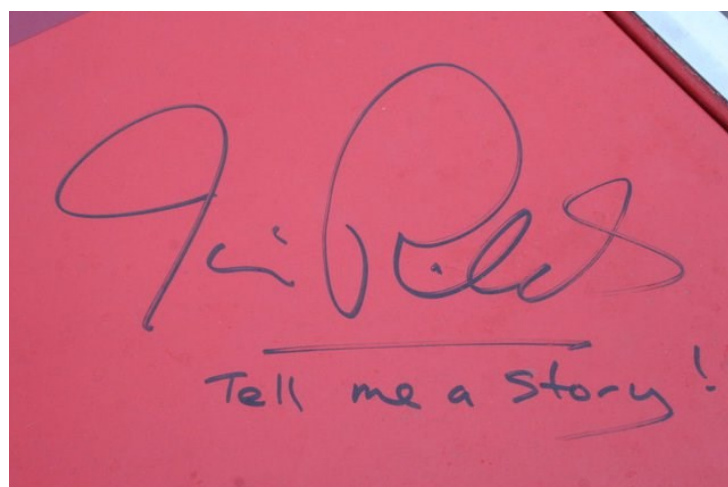
There is some damage in the engine compartment, but I will throw in whatever I have that is needed to repair it, plus all Lancia engine and gearbox spares I have. This includes a spare gearbox and enough parts to build another engine.

I am capable of repairing it and would like to do so but I have too many projects on. If I do repair it the price will certainly double.

So if you want a classic and beautiful Italian car with a few sensible modifications (Mazda RX7 front brakes, 15-inch wheels, roll cage with demountable front part, front and rear strut braces.

Contact Philip Blake on 62652598 and come and have a look at it. It's a cheap way into an excellent competition car.

It even has Jim Richards's signature on it!





NEWS

Issue #3

17 – 19 January, 2014
SYDNEY MOTORSPORT PARK

Please note changes to venues from previous news sheet.

Friday January 17th (pm) – Registrations and Welcome Function
Chifley Hotel, cnr Brabham and Peter Brock Drive, Eastern Creek.

Saturday January 18th (am) - Fiat of Italy Cup Motorkhana
The event will be held on grass at FCNSW's Ansell Park, 2 Percival Street, Windsor.

Saturday January 18th (pm) - Show'n'Shine followed by BBQ
Behind the Main Grandstand at Sydney Motorsport Park, Peter Brock Drive, Eastern Creek.

Sunday January 19th - SuperSprint
Sydney Motorsport Park, Ferrers Road, Eastern Creek.

Sunday January 19th (pm) - Presentation Dinner
Sydney Motorsport Park, Ferrers Road, Eastern Creek.

Accommodation - Chifley Hotel, cnr Brabham and Peter Brock Drive, Eastern Creek.
Bookings can be made at our discounted rate by contacting the Chifley on 02 8889 7700 and quoting Booking ID Number - Fiat Nationals **318951**.
Suites \$172/night (sleep 4), Queen \$132/night (sleep 2), Twin \$132/night (sleep 2),
Roll out beds are \$40/night. Maximum 4 guests per room, interconnecting rooms can be arranged upon request.
<http://www.chifleyhotels.com.au/eastern-creek/chifley-hotel-eastern-creek/>

Visit the Fiat Nationals Facebook page....
<https://www.facebook.com/FiatNationals>

More information soon from:-

Warren Smith
Secretary, 2014 Fiat Nationals Organising Committee,
(Fiat Club of NSW Inc.)
Ph: 02 9605 2301 Mob: 0419 754515
Email: smith_uno@hotmail.com

The Legerwood Lane Hillclimb has been around for a few years now, run by the Light Car Club of Tasmania.

I had always intended to go because I knew it for a nice piece of road (it uses part of the Legerwood Targa stage), but never had a car running at the right time.

This year I got my entry in, prepped the Wild Boar and borrowed a trailer (thanks, Geoff) for the three-hour drive to Scottsdale. I stayed in Scottsdale and was out at the course around 8 am next day with a few other cars—a Ford Escort, two Anglias and Bruce Heron's Dolomite Sprint..

The pits are at the end of the hillclimb, in a paddock loaned by a local farmer. The same farmer put out some huge cylindrical haybales at dodgy bits of the track. The club obviously has a great relationship with the locals.

Scrutineering and documentation were on the day, as the road closure window starts at 11 am and there is plenty of time to do this.

A spectator area was designated on a twisty bit near the end, and a good crowd showed up to watch, as the weather was great.

Unfortunately there wasn't a lot for them to see, as the first run didn't get going until about noon.

The field of 26 cars then lined up in the road and went back through together to the start line. This meant that unregistered cars could run, and there were a

few of those. The entry varied from modern Japanese to elderly Italian (mine), and included beasts like a supercharged Falcon whose engine capacity was quoted at 8 litres!

The course was excellent: it started with a couple of right-angle bends separated by short straights, and then opened out into sweeping blind corners and crests. My times, slow though they were, were about 20 seconds more than they were on the Domain, so it's quite a bit longer and has a lot more corners.

The comradeship among the competitors and officials was one of the best features of the event, with the usual crises being solved in the paddock by a mixture of scrounging, improvisation and teamwork.

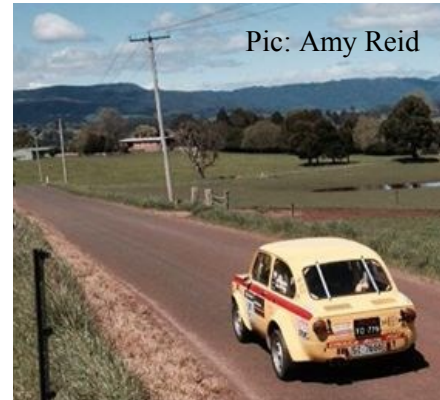
In the end we got four runs each before the road closure window ended at 4 pm.

The short length of this is a hangover, I am told, from the road's use for the Mountain Circuit Challenge. They hope to lengthen the time for next year.

I hope it can be done, because the rational part of my brain (yes, there is one) was asking questions about the length of the trip compared to the time spent racing.

There was a presentation after the event at the Imperial Hotel, Branhholm, where most of the competitors showed up.

Bruce and I received a \$25 petrol voucher each for being the furthest travelled (I have yours, Bruce), and the prizes were all donated by local businesses.



Pic: Amy Reid

BARBIE
KEN.N.

AC 124 Sport Resto

As some members might be aware I have been very slowly restoring a 1969 AC Fiat 124 sports. I have previously posted some information re this over the years in Veloce Notta. Recently, and thankfully due to a guy up in Lonnie, Steve Richardson, I got a little re-inspired to do a little work on the AC. Steve also is restoring a barn find AC 124 sports, also in red, as mine is. Just giving mine a wash and a polish alone felt so good.

In getting enthused I also logged onto the Turbo 124 forums as there are a bunch of really keen and helpful people out there. The problem in restoring cars such as the AC is that unlike 105 series Alfas, finding either NOS or brand new parts (reproductions) is difficult, so any help you can get to find those little or not so little parts is definitely helpful. Rob Catania out of the US who runs the 124 Register and also a small NOS/second hand Ebay store site has also been really helpful. Check it out if you get the time or are interested; the quality of his restorations is seriously so good. He also has posted a number of short videos of his BC and AC on YouTube; these also are worth taking a look at.



So, to bring members up to date and/or fill in the story, the below is the article I posted on the Turbo 124 forum about my AC. I bought it as my second car way back in 1980, and proceeded to restore it over a three-year period, with significant help from my brother Graham, while at the same time going to Uni.

Considering it was only 11 years old at the time, and had been off the road for three years, it was in very poor condition with dented LHS front and rear guards, rust in the usual places, other minor scrapes, flat paint, tired interior, cracked windscreen, instruments, while the driveshaft, and exhaust were laying on the ground under the car. Basically to get it going originally I re-installed the driveshaft and exhaust, replaced the rear muffler and managed to get it started. Thankfully both the 1400 engine and gearbox were ok. I drove this as it was for a year before deciding it really did need restoring.

In restoring it, I also decided to change it from Positano Yellow to a Lancia Beta red being that it was the '80s and I was only in my early 20s. The



original restoration included a full bare metal stripdown, panel beating out the dents, repairing all the rusty sections, some minor strengthening issues around the window frame to shell section and clutch cable mounting on the firewall, new carpet (out of a wrecked 1800, and console, as well as a second-hand windscreen. I also progressively found new stainless steel trims for the rear of the car, and replaced a range of other parts including the headlights with some powerful Marchal units. Far better than the totally useless rusty Carellos. (I realise some purists might be cringing.) Try finding them, let alone the purchase price of these parts these days is so very expensive. Back in the 80's it was so much easier and cheaper.

I also decided to ditch the 1400 as by this stage it was on its last legs and as well installed a 1600 with twin 40 DCOE carbs, as well as better condition gearbox out of an 1800 CC sport and some new exhaust pipework etc.

Unfortunately I had one of those youthful moments and ended up



crashing it, ruining all the hard work. So it was back to the drawing board. Luckily in the meantime I had also bought a wrecked 124 shell and it had all the panels I needed to repair it. Thankfully 'Enzo' was well insured and they agreed to repair it. So one year later I got Enzo back. After this I managed to find a set of Rial 15x6 wheels, decent Pirellis and a Momo protipo steering wheel to help set it off. Again, trying to find such wheels and/or a brand new Momo would cost me so much more today.

I thereafter used the AC for everything from going to work, courting girlfriends in it, even eventually taking it on my honeymoon, let alone club track days etc. You get the picture.

In using it as a daily driver it did take a toll on it, and so I ended up getting a second car (Alfetta GT) for my daily driver so that I could keep Enzo for the weekend/fun days.

Over the years I had a range of Fiats (125 special and 130 sedan) as well as a range of other Alfas. Still do have my 1750 GTV, Giulia Su-

per restoration project and the current daily driver 156 Sportwagon. Enzo though eventually succumbed to paint failure and a raft of other issues and so once again I bit the bullet and pulled it all down to have it stripped back and re-painted, plus a few rust bubbles fixed. I wasn't happy with the first paint job and so in 2012 I had to have it done again.

In the meantime I also decided it really was time to sort out the seats, door caps, gear shroud etc and so had all of these interior parts re-trimmed in Connolly leather by true craftsman Mike and Ronnie Thomas of Dilston. A real credit to their perfection. Sadly Mike passed away a year or so ago. Needless to say it looks, feels and smells superb. I also managed to obtain some NOS tail light lens and headlight chrome rings from Ricambi Automobilia off ebay and a really cool dual pipe Ansa rear muffler. Over the years I have been slowly (too slowly) putting it back together again. I am yet to drive it! It is now 11 years since it was last re-painted but as it has been continually under cover in a garage and under covers, and the the paint is still superb.

One of these days I will finish it and get to have

that first drive. I still need to refit most of the stainless steel trims, have the master-cylinder rebuilt, replace the Webers with another set I have, install the koni yellows I bought for it, some king springs, rebuild the gearbox, new clutch and a raft of other minor issues. I would also like eventually to replace the windscreen, perhaps a new drivers (RHS) door glass (though don't know where to find one of these), plus re-cover the dash and perhaps console and both front and rear bumpers.

So what next? Once I get the parts from Rob, plus can grab some bumpers off Graham, there is a raft of parts which need to be re-chromed and I do really need to spend a little time re-fitting the stainless steel trims, etc.

While it is lovely it is not in the same league as Rob Catania's silver AC, but regardless of that, I love Enzo and no it will never be sold as long as I am alive. The pictures show both the car and its lovely leather interior. I will write more and take more photos of my AC as progress is achieved.



The Domain Hillclimb was, as usual, well run and enjoyable. It was also, however – how shall I put this? – wet.

Not only that, it was, for some of the time, oily. Damien Moore's turbo Escort motor lost its lunch all over the road up near the top and things were a bit slippery for a while.

Damien and I had redesigned the



reducing the speed at the top left-hander just a bit; it also took us on a loop at the top so that we crossed our own path – this to avoid having the poor bitumen on the outside of what was previously a right-

Most people got about eight runs, which is as much as anyone could expect, especially on a wet track. The results are shown opposite, and the only thing that remains to say is that no-one had a serious 'off', and that there is not enough room in the magazine for all my excuses.

course after last year's accident to Alex Ransley, and we had made a couple of safety suggestions that the committee chose to adopt – like moving the lead car back a bit in the waiting area at the top.

The redesign involved a couple of extra hats in the chicane at the car park, which had the effect of

reducing the speed at the top left-hander just a bit; it also took us on a loop at the top so that we crossed our own path – this to avoid having the poor bitumen on the outside of what was previously a right-hander. The upshot was that the course was now a little bit longer and the spectators at the top had a bit more to look at, including some wild (but quite slow) drifting in the wet weather that hung around just about all day.



Pics by Garry Griffiths/Jake Hill

Domain Hillclimb - September 22nd 2013 - Official Results (Page 1 of 2)

Driver	Car	Best Run	Outright	Class Place
John Davidson	Subaru WRX white	52.28	1 D1	
Rob VanDerNeit	Mitsu EVO2RS white	53.67	2 D2	
Damien Moore	Ford Escort white	54.07	3 D3	
Bart Dove	Locost clubman blue	55.30	4 D4	
Ricky Scott	Mazda 323 white	55.91	5 D5	
Alan Van Dullerman	Mitsu Starion red	57.39	6 D6	
David Watson	Golf GTI black	58.34	7 D7	
Sam Ling	Subaru WRX RA blue	58.42	8 D8	
Warwick Hughes	Alfa Romeo Alfasud rosso	58.59	9 A1	
Becher Townshend	BMW 635CSI white	59.30	10 D9	
Nic Fabrizio	Peugeot 306 Gti6 red	59.80	11 B1	
Peter Heron	Alfa Romeo GTV6 argento	60.66	12 C1	
Gary Cannan	Porsche 930 red	60.88	13 E1	
John Ralph	Subaru Forester sti blue	60.92	14 E2	
Max Griffiths	Subaru WRX red	61.33	15 E3	
Michael Elliott	Mazda RX7 white	61.42	16 D10	
John Pavic	Datsun 260Z gold	61.83	17 E4	
Michael Bellinger	Datsun 240Z V8 red	62.02	18 E5	
Daniel Caine	Toyota Corolla white	62.42	19 B2	
Mark Brooks	Subaru Legacy GTB silver	62.66	20 D11	
Dennis Burgess	mini special red	63.05	21 A2	
Nicole Bryan	Peugeot 205GTi silver	63.12	22 B3	
Peter Dove	VW Golf Gti blue	63.17	23 D12	
Pat Cullinane	Toyota MR2 black	63.53	24 D13	
Neale Marshall	MGB gold	63.97	25 B4	
Bruce Heron	Triumph Dolomite yellow	63.97	26 B5	
Quentin Poke	Toyota Supra red	64.58	27 E6	
Monty Reading	BMW 323 red	64.80	28 C2	
Nathan Hobson	Nissan 200SX silver	64.89	29 D14	
Philip Blake	Abarth OT1600 giallo	65.09	30 A3	
Tristan Roberts	BMW 323 red	66.86	31 C4	
Darryl Bennett	Suzuki Gti yellow	66.92	32 A4	
Geoff Storr	Alfa Romeo Alfetta GTV bianco	67.10	33 B6	
Garry Griffiths	Nissan Skyline white	73.99	34 E7	
Doug Blain	Lamborghini Urraco argento	77.44	35 C3	

Class Winners

A: < 1600cc	Warwick Hughes
B: 1601 – 2000cc, AWD A	Nic Fabrizio
C: 2001 – 3000cc, FI	
A, AWD B	Peter Heron
D: 3001 - 4500cc, FI B, AWD C	John Davidson
E: > 4501cc, FI C&D, AWD D	Gary Cannan
I: Italian <2000cc	Warwick Hughes
J: Italian >2001cc	Peter Heron

Awards

Driver of the Day	Ricky Scott
Most Improved	John Pavic
Fastest Outright	John Davidson



(Reprinted from *Motor Racing* July 1962)

Exclusive

YOU could have knocked me flat with the proverbial feather when I learned that Enzo Ferrari had asked to meet Ken Gregory and myself in Italy.

I had already popped off to race at Lake Garda, but it was eventually arranged for the meeting to take place on the Wednesday after the Aintree '200'. Ken and I met at Linate and whistled down to Maranello, where we lunched with the Commendatore.

What a character he is. With very little in the way of preliminaries he said he would like to make available one of his Formula 1 cars for me to drive at Silverstone on May 12. This was a real bolt from the blue. I nearly fell off my seat, and thought for the moment that one of us had gone mad! It was obvious, though, that he was dead serious, and of course I was absolutely delighted. In my ears the mere name Ferrari is fabulous. I am quite sure that had he asked any other driver the same question they would have jumped at the chance as I did that day.

Signor Ferrari explained why he made the offer. Speaking with great emotion, he said it was because of his tremendous admiration for Stirling Moss, with whom I had been going to share a V6 sports Ferrari on loan to UDT/Laystall.

That was, of course, before Stirling's prang, and Enzo Ferrari said he wanted to show his appreciation of the world's greatest driver by sending a car for me at Silverstone.

Anyway, the whole thing was agreed over that very agreeable lunch. We didn't discuss the actual car I was to drive, but one of his chaps took us into the factory where the Commendatore asked, 'Which is the Silverstone car?' So it looked as though he was pretty certain I couldn't resist the invitation!

The car was on the line, completely stripped, and in course of preparation. Someone produced a seat, and another mechanic turned up with a nose, so that I could see exactly where the screen came to when I was in the cockpit.

We had a concentrated conference, and they made a number of alterations right away, including the steering column height. They also made certain that the pedals were exactly how I wanted them, organised knee pads, and discussed the gear lever position. I called for a lump off the screen, since I prefer to see what I am doing.

It was a jolly busy time, with the mechanics whistling round like scalded cats, and they did everything I asked them absolutely perfectly. When I got into the car at Silverstone I felt completely at home, because it had been tailored to fit.

They told me it was the car which Baghetti had driven at Aintree, so I knew it well enough already—it had given me quite a trouble there, with my 1960 model four-cylinder UDT/Laystall Lotus trying to keep up with it. The Ferrari was slightly quicker on the straight at Aintree, but not by any great margin, and I found my old Lotus was considerably quicker through the corners.

Before I left Maranello I was told that the car would be sent over with two mechanics and four engineers. So it was quite a serious expedition.

The car, which was flown over to London airport, was loaned to Maranello Concessionaires, and entered for the Inter-



national Trophy Race by UDT/Laystall.

There had been no discussion of the colour of the car, but it turned up with a light green stripe running along the body. Ken Gregory certainly never asked for this to be done when we were in Italy, and we felt it was a really pleasant gesture.

I can tell you it was quite a moment when I turned up at Silverstone for the first practice on the Thursday. And I felt the responsibility, too. I didn't dare to think of bending it!

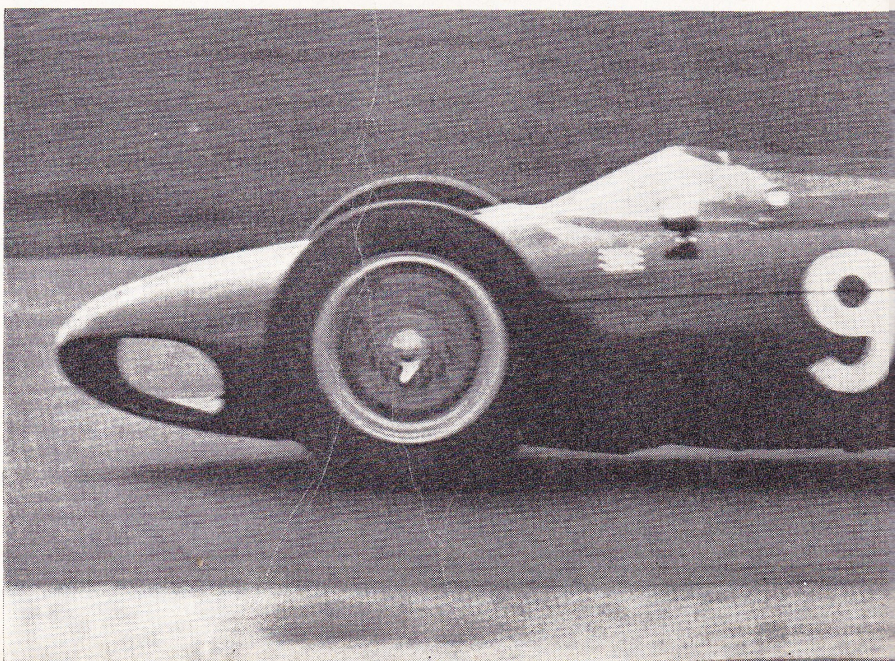
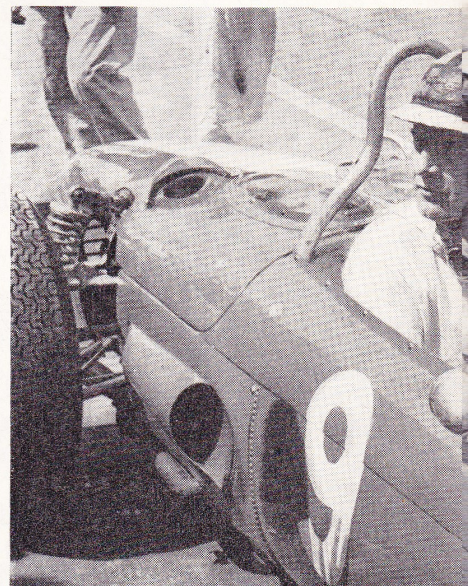
But I soon forgot this preoccupation when I got into the car and moved away from the pits.

Here I was, face to face with a Formula 1 Ferrari for the first time, and what a splendid noise it made. My first lap was naturally fairly slow, while I learned something of the way it handled. My first big problem was getting the engine to really rev. No, it wasn't the fault of the power unit; it was inbuilt caution, after driving cars where the red line was marked at 7,800 rpm! I had to force myself to remember that this V6 would swing up to 10,000 rpm. It took a few laps before I got properly accustomed to the idea.

My first reaction was that everything about the car was functional. There was not a single slipshod feature anywhere, and everything worked spot-on.

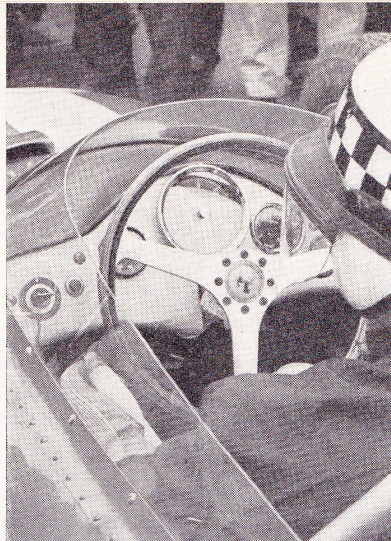
FERRARI FACE TO

*INNES IRELAND... the current grand prix
it is like to drive*

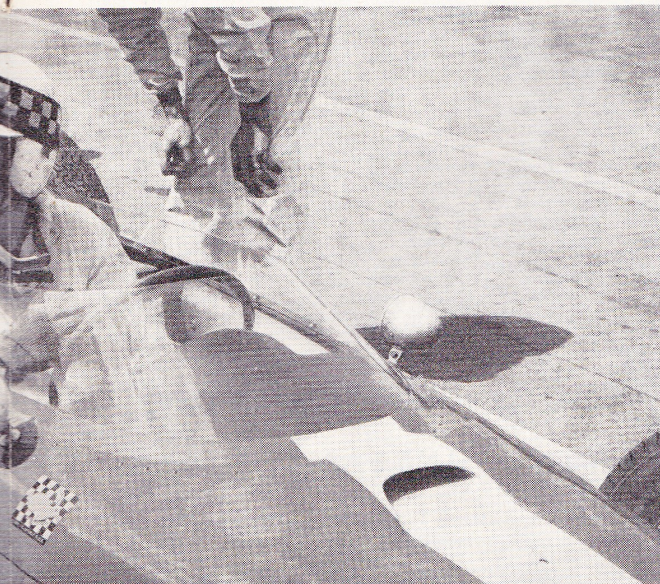


FERRARI NO FACE

*the first Britisher to race
Ferrari, describes what
'a real racing car'.*

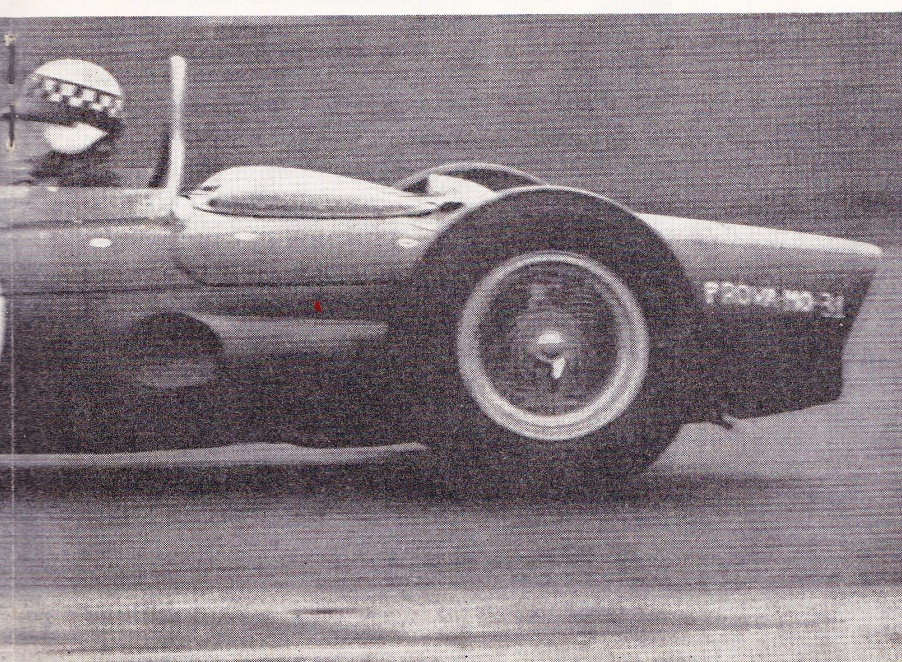


Above: Tense moment, as Ireland studies the dials before his first practice lap. (4972/14A).



Left: Only on loan, but the Commendatore thoughtfully painted a light green stripe in UDT/Laystall colours along his bright red car. (4978/12).

Below: A real International Trophy—Ireland, a Scot living in Wales, drives an Italian car in an English race. (4964/8).



Exclusive

That gearbox was a dream. I honestly think that car had the best gearbox I have ever experienced in a racing machine. It was extremely easy to change from cog to cog, and terribly quick; there was no roughness, grinding or groaning. The change was absolutely positive, and went through just like a knife through butter.

The steering, too, was very good indeed. When I first went out the Ferrari was understeering very badly, so I had the tyre pressures changed. This improved matters very noticeably, though the car still understeered to some extent.

That evening, they put on a smaller front anti-roll bar, and said that if this was not enough they could put another one at the rear. When I tried the car on the Friday morning the handling had changed very noticeably. Now it was oversteering into the bends, and this changed to understeer half-way round. Going round Woodcote made me rather uneasy, because it fluctuated three times between oversteer and understeer. One should be able to get a car to handle so that it doesn't do that sort of thing, but of course we had no time to spare before the race on the following day; I certainly did not want to suggest changes which I couldn't try out in practice before the race itself.

I knew that in the race I would not be able to go much quicker than I had been doing, and that I would not be as quick as the V8 Lotuses, Lola and BRMs.

During the Friday practice I had a useful opportunity to find out how the Ferrari compared with a quick four-cylinder car. For a few laps I was in close company with Trevor Taylor, driving a four-cylinder works Lotus. This experiment showed me that the Ferrari was only just a shade quicker than the Lotus on the straight—perhaps two miles an hour. But where I was probably quicker was through Abbey and up the rise towards Woodcote, which is the fastest part of the circuit. On that section I judged the Ferrari had the edge by about four miles an hour.

It could have been that I was getting through Abbey a little quicker than Trevor during those laps. All round the rest of the circuit I found I could take the corners at the same speed as Trevor's Lotus, but I think that if Jim Clark had been driving I probably would have had my work cut out to keep up with him in the Ferrari. Certainly I formed the opinion that the Ferrari does not corner as well as a Lotus.

I was also a bit disappointed in the power. For example, between Stowe and Club I couldn't make an inch on Trevor. He could also outbrake me. I found that he was leaving his braking a good 25 yards later than I was at almost every corner.

Frankly, I never used the brakes to the maximum, because somehow I was not confident about them. They seemed to do funny things; now and again one wheel would lock up, and occasionally the rear end would twitch as though they were about to lock. For reasons which you can well imagine, I didn't feel inclined to experiment too much with the brake pedal. I ask you, would you want to bend a Ferrari you had been loaned by the boss?

The chaps that came over with the car

(Continued on next page)

FERRARI FACE TO FACE

(Continued from previous page)

did a very thorough job. The engineers went all over the circuit during practice, watching the car and making comparisons with rival cars. After the second day's training they seemed pretty delighted with the results. Certainly they were very co-operative, and the mechanics couldn't do enough.

In the race itself I made a pretty reasonable start, but when Graham Hill and John Surtees came up I knew they were faster, and that there was no point in getting in their way.

The circuit was dry for a few laps, and Surtees pulled out a 24-second lead on me while it remained that way. But after it started to rain I began to pull back about 1½ seconds a lap on the Lola.

Now this surprised me a lot, because I dislike driving in the rain. I make no bones about it—I don't like the wet and I am not a good wet-weather driver. The only answer I can think of is that the Ferrari is good in the wet. (Remember the way they went in that rain-sodden British Grand Prix at Aintree last year?)

Anyway, despite the pouring rain and the treacherous surface, I wasn't scaring myself to death. Mind you, I was having to work hard, but I was very impressed with the way the Ferrari acted out of the corners. You can screw the power on coming out of a bend all right, though the car was slow on entering a corner.

During the race I was using 9,500 rpm in the gears, and got 10,000 rpm in fifth approaching Becketts. By dint of some very cunning mathematics we worked out that I was touching 131 miles an hour

down Hangar Straight, while some of the V8's were just topping 140 miles an hour, and Trevor Taylor's Lotus was doing 129 miles an hour.

This, I thought, was pretty encouraging, bearing in mind that I was shortly going to be driving a Lotus V8! Frankly, I was somewhat sceptical about the figures, because I wouldn't have thought I was about ten miles an hour slower on the straight than the V8's, but I suppose it was possible, and we got some confirmation at Zandvoort, where my Lotus V8 was 10 miles an hour quicker than Masten Gregory's four-cylinder Lotus along the main straight.

During all that lappery at Silverstone that Ferrari never missed a beat. The car is tremendous fun to drive. It felt like a real racing car. As I say, I don't normally enjoy myself in the wet, but I certainly had a fine time that day at Silverstone.

REPORT FOR MODENA

Under all the circumstances, I was really quite pleased to finish fourth in the race, and I don't think that the Ferrari boffins were too displeased, either.

After the race I made a number of suggestions in a report on the car. I thought that it needed a wider track. I also felt that the front wheel rims were too narrow; they were flexing and causing the tyres to lose a certain amount of adhesion—particularly during the latter half of Woodcote, where the surface is quite rough.

The Ferrari I tried was not a world beater on the Silverstone circuit, but I think it would be a different kettle of fish on circuits like Spa or Rheims; when a Fer-

rari can be given its head it really goes, and as we know by now they stay screwed together in a most impressive manner when they are belted good and hard over long distances.

There was a bit more work to do at Silverstone than in driving a Lotus; I was making an average of 17 gearchanges a lap, whereas I normally get round in a Lotus with about a dozen changes.

The power was good from about 7,800 rpm—just at the point when, at the beginning, I was trying to slack off! And the power was very controllable. It didn't come in with an almighty bang, as I had somehow imagined it would before I tried it. That V6 really started steaming when 9,000 rpm came up on the clock, and that was when it sounded really healthy.

The engine was supposed to be giving 189 horsepower, but the Ferrari is a bigger and heavier car than its British rivals. I am sure that Ferrari must have something tucked away for later in the season, and then I think we'll have to start worrying.

My Silverstone mount didn't feel heavier than a Lotus to drive, which surprised me. But it did feel like a real motor car. I got the feeling it was more than a 1½ litre machine. And it was enormous fun to drive, giving me a similar sort of satisfaction to that I've had when driving a 'D' type Jaguar or GT Aston.

I was terribly grateful for the opportunity to take the wheel of one of these wonderful machines at Silverstone. It is an experience I shall always remember. But as I was thundering round in the rain I couldn't help thinking to myself: 'If only Stirling were in the cockpit instead of me, golly, he'd certainly have made it go!'

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MISSING FIATS...

Hi, after a long absence from the pleasures of owning Fiats I have recently acquired a 1969 124 sport coupe which is now being rebuilt. The pictures below show my 128 two-door that I owned in the early to mid 90s and I wondered if someone from your club may still have it?

I bought it from a guy in Launceston who ran it into the ground so it took a lot to get it going again but it had a wild 1300 with twin webers, discs all round, Koni suspension and went like the absolute clappers.

I always regretted selling this car and hoped someone bought it and restored it to the glory it deserved so I'd love to see it again if anyone knows of its location.

If it belongs to a club member, could you pass on my contacts as I would love to talk to them about this car. Who knows, one day it may come back on the market again.

Steve Richardson

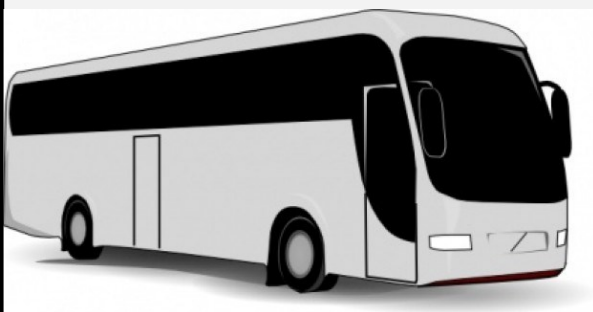
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