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**Advertising rates**

1/4 page \$7.50 per issue  
1/3 page \$10.00 per issue  
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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](mailto: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](mailto:Cmi.editorial@gmail.com)

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This month we have actually managed a paper magazine, thanks largely to Mike and Teresa Clark, who sent a good story and pics from their visit to the Mille Miglia Storica in Italy.

The points from the Oakley's Coaches King of the Hill series are shown overleaf. I have reprinted a letter sent out by Bill Griffiths, Chairman of the Board of Motor Sports Tasmania, in which he explains the difficult corner they got painted into by CAMS on the matter of private practice. If anyone has done any private practice, they will know that it isn't as easy as it used to be. Bill is trying to streamline the process and make some sense of it.

I have also dipped into my own dark past and described a brief affair with a Ferrari a few years ago.

The approaching Baskerville hillclimb is an ideal opportunity for someone to earn their writing spurs.

Just jot down your impressions of the day, whether as competitor, official, photographer or spectator. Don't fear embarrassment. If it needs to be massaged, I will do it before it appears in the magazine.

## Presidential Patter



Buongiorno.

With the shortest day of the year now behind us, it's time to look forward to events such as the Baskerville and Domain Hillclimbs.

The Baskerville Hillclimb is first up and forms a part of not only the club's informal Oakley Coaches King of the Hill series, but also the CAMS State Hillclimb Series. This means it tends to be both well subscribed and extremely competitive, with a broad spread of competitors and vehicles. This year due to a booking clash we'll be trialling a new catering option for the event, with Peter Lowe having secured Pep Pizza's outdoor ca-

tering van to do the honours - we trust this will be an appropriate and enjoyable twist to the day.

Not too much further into the future, the Domain Hillclimb is coming around fast - we've got about 8 weeks left before this signature event, which is the final round of the Oakley Coaches King of the Hill series. I encourage you to think how you might be able to be involved - obviously I hope that you'll dust off your Italian stallion for a run, but we'll also need the usual army of helpers to assist with all the necessary tasks like portaloos, haybale and club trailer collection, radio charging and testing, as well as starting early on the day or staying behind late. The major logistical issue with the domain is the kilometres of bunting tape that must be put out for safety reasons and that's why it's critical we get plenty of helpers along.

On the topic of helpers, it's with some sadness that I must advise we've had to cancel one of our motorsports events. We originally had planned a regularity for May, which we decided to postpone and change to a Driver Training Day. Unfortunately we just don't have the bandwidth on the committee to run any more events at the moment, as we are still running without a Club Captain. We can manage the hillclimbs (just) but we really need someone to step up and take ownership of motorsport event promotion and coordination if we are to have any chance of continuing to run events.

On a lighter note, Dave Mitchell just organised the mid-year dinner, which was a wonderful and rustic affair at the Italian Pantry with lashings of delicious pork belly, braised chicken and fine wine.

Ciao  
Tristan

## Oakley's Coaches King of the Hill points

Driver	Italian Steed	Collinsvale	Baskerville	Domain	Total
Warwick Hughes	Alfasud rosso	10			10
Tristan Roberts	Alfetta azzurro	9			9
Monty Reading	Alfetta azzurro	7			7
Garth Newton	Fiat 124 azzurro	7			7
Jake Hill	Alfetta GTV giallo	5			5

## Oakley's Coaches King of the Barbarians

Driver	Barbarian Nag	Collinsvale	Baskerville	Domain	Total
Bruce Heron	Triumph Dolomite	10			10
Rob Van Der Niet	Mitsu EVO 2 RS white	9			9
Simon England	Hyundai Excel	8			8
John Biernacki	Toyota MR2	8			8
Allan Van Dullemen	Mitsu Starion	8			8
Paul Rice	Nissan Skyline	7			7
Janus Englert	Toyota MR2	6			6
Nathan Hobson	Nissan 200SX	5			5
Alex Rice	Nissan Skyline	5			5
Ricky Scott	Mazda 323GTX	4			4
David Bushby	BMW 540i	2			2





## Ferrari 550 Maranello



What do you do if somebody gives you the keys to a Ferrari 550 Maranello - at a racetrack? If you've got any sense, you get in, shut the door and drive off.

Of course if you're really sensible you politely decline and point out that if you prang it you couldn't afford the repair bill. But I have never claimed to be that sensible.

The scene was the Ferrari register day at Symmons Plains a few years ago. I had done the driver briefing to the 30-odd Ferraristi, and on finding that only two of them had been to the circuit before, I suggested that they do a couple of laps behind a pace car. I proposed that we divide them up into two groups and that I would lead one and Winston Kim, 550 owner and organiser, would lead the other. (I have to confess that a small part of me was taking pleasure in the idea of my elderly Ford Telstar lead-



ing a gaggle of exotica around the track.)

When the time came to get started, Winston was standing by his car organising something. When I went over to tell him we were all set, he said, 'I have to get this finished, mate. Can you take both groups round with my car? And this lady is sharing a car with her husband, so if you can show her the lines while you're at it that would be great.'

'This lady' was in the passenger seat already, so I snicked the tennis ball sized gear lever on its long wand into first gear and off we went with the first line of scarlet ducklings behind us. Out of the pits, pause under the bridge to let them all catch up, then off through the flat kink and down the first straight to the hairpin. Not too fast this time. But you could feel that wonderful engine wanting to break into a gallop.

'Brake at about the 150 mark at first', I tell my passenger as I lay the boot into the vast brakes, 'and then work your way closer each lap.' As it pulls up - all too quickly - I move up high on the track, slip across the gate into second gear and prepare to drop into the

slowest corner in Australian racing. Drop is the word. The track just falls away from under you.

Then the straight opens up. It's not really a straight, of course, although it's very fast. It winds off to the right over a blind crest. 'So what are you driving?', I ask my passenger as the long silver bonnet lifts and we whisk away towards the sweeper with a muted howl, which alters in tone with each click though the gearchange gate.

'A 365 GTC4', she says. Oh yes,



I think, I know that one. Her husband is in it at the moment, somewhere behind us. It's jet black, fitted out for racing, left hand drive, and it makes a noise like the shrieks of the damned. Interesting car for someone new to the track.

By now we are approaching the end of the alleged straight.

'So you move well over to the right here, brake very hard, down a couple of gears, and you

try to turn in so that you can hold a single movement of the wheel through the next couple of bends. Off the brakes, accelerate gently, the car drifts out to the ripple strip' - the Ferrari's vast tyres rumble obediently over the strip - 'and if you've got your turn and your acceleration right it'll swing in and clip the final apex' - another satisfying rumble - 'just there.'

I let the Beast run out towards the pit wall as my foot goes further down and twelve cylinders sing together as we spear along the start-finish straight towards the right-hand sweeper over the hump.

'You can't see where you're going here at first, but you need to stay well out to the left and then as you really get on the brakes, tuck in to the right so that you're set up for this tight left' - which has just come into view and into which we are now turning, in second gear.



'Be a bit careful with the throttle here. There's a lot of momentum trying to push you off the track. Don't really come onto it until it's pointed fairly straight under the bridge, but it's flat through that bend.'

The bridge whips by overhead and we're on the way to the hairpin again.

After a few laps of this I lead my ducks back in and set off with the second group, this time with my son Michael shooting video in the passenger seat and my former passenger driving the GTC behind me. As we turn into the hairpin on one lap I mutter to Michael, 'I'm going to give this some welly.' And I do.

Getting used to the gearchange now, but still taking it deliberately - which creates a pause that somehow makes the vast surge of power in the next gear even more delightful.

It is hard to grasp just how quickly this car gobbles up the straight when you give it the beans. But the figures speak volumes: it's a 5½ litre V12, it has 357 KW (485 bhp), it goes from standstill to 100 km/h in 4.3 seconds



and its top speed is 318 km/h. It also costs an awful lot of money. And if I had started reciting those statistics when I put my foot down I would have had to stop speaking to heave on the anchors.

After a couple of laps of wondering what I have done to deserve this, we rumble back into the pits and I thank Winston effusively.

'Oh, I knew you weren't a rat-bag driver,' he says. At which I tell him about somersaulting my own car on the same track. He laughs, as only Winston can. 'Too late now, isn't it?' he chuckles finally.

Next day there is a motorkhana down at the Police Academy in Hobart. I offer Winston my Fiat 600 for the event, and he has a ball. 'Fair swap', he says.



*Most pics by Michael Blake*

Teresa and I were in Italy recently to watch the start of the Mille Miglia Storica. We thought we might report back on our experiences.

Many of you would know all about this but for those who don't here is some background.

The Mille Miglia was an open-road road endurance event that ran from 1927 to 1957 when it was called off due to public outcry over fatalities – drivers and on-lookers alike. For 24 years (13 before the war and 11 from 1947) the event was an outright road race, but in typical European manner the spectators often managed to get too near to the speeding cars and terrible consequences resulted. Even minor instances of equipment failure could mean a car plunging over a precipice or into the crowd.

Initially it was purely an Italian event in which cars like OM, Alfa Romeo and Lancia dominated. In 1930 Tazio Nuvolari won the event in an Alfa Romeo 6C. But soon the other European countries took interest. Thus in 1931, a German driver, Rudolph Caracciola won driving a Mercedes Benz SSKL, averaging for the first time more than 100 kph. During the immediate pre-war period, entry to the Mille Miglia was largely limited to Italian entries, only now for another reason. This was because during the years when Mussolini was in power a deliberate attempt was made by his people to restrict foreign entries. In the post-war period the event attracted international interest again and other non-Italian drivers to succeed included Juan Manual Fangio,

Peter Collins, Wolfgang von Trips and Stirling Moss. The Moss/Jenkinson win in 1955 in a Mercedes Benz 300 SLR is of course legendary, with a 992-mile average of 97.96 mph.

It was during these years, 1953 to 1957, that the race became particularly dangerous with the intense rivalry between Ferrari, Maserati, Aston Martin, Jaguar and Porsche, when the Mille Miglia was one of the races that counted towards the World Sports Car Championship. (Note that during this period Mercedes Benz was selective in the events it contested and made no official attempt to compete in the WSCC.)

After 1957, for three years the event resumed as a rallying-like round trip Brescia/Rome/Brescia at legal speeds with a few special stages driven at full speed, but this was discontinued also. There was no action until 1977 when it was decided to recreate the event as an historic rally (Mille Miglia Storica) along the lines of a regularity event. Nowadays it is one of the most prestigious events in which to participate. However, entry is very selective and competitive. Many of the cars that are selected are from museums or private collections and are seldom seen elsewhere.

In this year's event there were 435 cars selected from 619 applicants. 35 countries were represented with 62 teams (driver and navigator) composed of members of the same family. Eligible cars were those that had actually competed in the event 1927-1957 or identical versions

to those that had competed. This meant of course that all 61 different marques represented this year were of cars made up to and including 1957. An approximate breakdown of the major makes was as follows: Mercedes Benz 45, Alfa Romeo 41, Fiat 39, Jaguar/SS 31, and Porsche 24. Notwithstanding these, there were in addition, some great examples of AC, Abarth, Allard, Arnolt (Bristol Bolide), Aston Martin, Austin Healey, Autobleu (Type Mille Miglia – a very strange looking vehicle), BNC, Bentley, Biondetti, Bianchi Panhard, BMW, Borgward Isabella TS, Bugatti, Car-Gem Carnevali, Chrysler, Cisitalia, Citroen, Cooper (T33 Jaguar), Degrada, Delage, Ermini, Ferrari, Frazer-Nash-BMW, Giannini, Gil-Co Mariani, Goliath, Healey (Elliott, Silverstone and Westland – all Riley-engined), HW, HWM, Lagonda, Lancia, Lotus, Maserati, MG, Moretti, O.M., O.S.C.A., Oldsmobile, Peugeot, Renault, Riley (four Sprite TT and one Brooklands), Rovelli-FIAT, S.I.A.T.A., Salmson, Stanguellini, Talbot-Lago, Triumph, Veritas, Volkswagen, Volpini, Zagato-FIAT. Identities competing this year included Jay Leno (Jaguar XK120), Jacky Icks (Porsche 550 Spyder RS), Wolfgang and Ferdinand Porsche (Porsche 356 1500 Speedster), Simon Kidson (Jaguar D-Type), Martin Brundle (Jaguar D-Type), and Jochen Mass (Mercedes Benz 300 SL W), among others.

In addition to the traditional start and finish in Brescia, with the half-way mark in Rome, the 1<sup>st</sup> leg finished in Padova, with an



# Mille Miglia Pics

Fangio's actual Mercedes Benz 300 SLR from the 1955 Mille Miglia when he came second to Moss. Note also the transporter which will do 105 mph!



15 05 2014



1939 Fiat 508 C MM Berlinetta Aerodinamica 15 05 2014

1928 Lancia Lambda Tipo 221 Spider crossing the square in Brescia. An early Bugatti is in pursuit.



16/05/2014 03:16



1955 Fiat Boano Coupe 1100/103 TV 15 05 2014



1954 Maserati A6 GCS/53 16/05/2014 00:17



1954 Autobleu Type Mille Miglia – most unusual



1957 Maserati A6G 54 Coupe Allemano



1952 Ferrari 225 S Berlinetta Vignale 15 05 2014



1954 Ferrari 500 Mondial Spider Pinin Farina



1949 Alfa Romeo 6C 2500 SS Touring 15 05 2014



1955 Fiat 8V Berlinetta Zagato next to a 1957 Borgward Isabella TS. 15 05 2014



1952 Mercedes Benz 300 SL W 194 Carrera driven by Jochen Mass



1956 Jaguar D-Type driven by Martin Brundle



1956 Abarth Fiat 750 Berlinetta Zagato 15 05 2014



A very rare 1937 BMW 328 "Berlin-Rome" Touring Roadster 15 05 2014



1952 S.I.A.T.A. Daina Gran Sport Farina 15 05 2014

TO ALL CLUBS, SHAREHOLDERS AND COMPETITORS

I write to you to keep you informed of administrative matters relating to this company, and again to invite any of you with particular concerns with which I or my fellow Directors might be able to assist to contact me.

One of the difficulties which we encountered late last year was in relation to the manner in which we provided for private practice at both tracks.

Changes were introduced by CAMS several years earlier in relation to the provision of insurance for that particular use of tracks throughout Australia.

Suffice it to say that those arrangements were not introduced in Tasmania and the failure was not recognised for some considerable time.

When the “new” system was closely analysed it was found to be of a most extraordinary bureaucratic nature and so close to being unworkable in the manner intended that CAMS indeed accepted that there had been considerable difficulty on the part of those operating race tracks to comply.

CAMS also advised that they intended to rewrite the 52 odd pages of requirements in a form which was far clearer and more useful.

I provided to CAMS lengthy submissions as to some of the obvious changes required but many months have since passed and there has yet been no rewriting of the arrangements.

However, I did manage to introduce a considerable number of shortcuts for the purposes of ease of application of the overlong requirements and thus to better provide for our customers. This work was done on the basis that this company will do everything it can to maximise the ready availability of our tracks to those who wish to use them!

We have now had our caretakers trained and qualified to oversee private practice and whilst CAM'S extraordinary and difficult requirements are yet to be fully addressed we have arranged with CAMS to considerably improve at least some of the more irrational complexities.

We regret completely the problems that some of you may have faced in undertaking private practice but we worked through the problems as quickly as we could to maximise the availability of our tracks for what we regard as being an integral part of their function.

If any of you suffer any problems or inconvenience in respect of private practice please let me know immediately.

Please bear in mind however that we now await the production by CAMS of a rewritten procedure which will benefit not only our customers but also the extent of the administration required of us and inherent in their requirements.

The Baskerville Foundation is flourishing under the control of its committee and I congratulate the hard work and success of the Foundation and particularly the tireless work being undertaken by Peter Killick.

We have had a number of discussions with the V8 organisation in relation to their requirements at Symmons Plains and we have discussed with the Government the need to ensure that any public funding which is made available to us is directed towards improvements which will benefit motorsport in general and not only a specialised part.

The interests of the V8 organisation sometimes appear to be at odds with views expressed by the drivers in their competition and that conflict extends to the issue as to whether the V8 competition in Tasmania would benefit from an extension to the Symmons Plains circuit.

As you are aware the long term intention of this company is to use the land to the South of the track for such an extension and together with providing significant improvements for spectator viewing.

The V8 company is in the course of negotiations with the Government and we are presently waiting to see whether the V8's will be sufficiently satisfied with the result of those negotiations to enter into a contract with the Government for a further period of either 3 or 5 years. Certainly we all seek the annual return of what has become the best attended single sporting event in this State.

We have continued with the improvement of the entry roads and with ongoing maintenance and upgrades at both circuits to the extent that our budget allows and we continue to be at pains to ensure that all money spent is to improve the safety and quality of the tracks.

Finally I wish to acknowledge the unending efforts of the members of my Board.

They give freely of their time and their individual degrees of expertise.

They are all to be commended.

Kind regards

Yours sincerely

W M GRIFFITHS

Chairman

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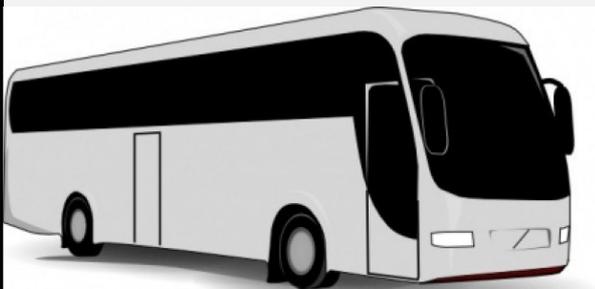
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