

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

VACANT—expressions of interest sought

Direttore/Editore

Philip Blake
Ph: 62652598
E: cmi.editorial@gmail.com
E: pblake@ozemail.com.au

Membership

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

Commissione Membri

Graham Mitchell
Jake Hill
Kim Briggs
Garth Newton
Allan Van Dullemen
Alex Ransley
Graham Mitchell
David Button
Monty Reading

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, 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.



MEET THE ITALIAN WEIGHT-LIFTING TEAM!



The Fiat Professional range has the van you need to get the job done.

Whether it be the powerful and hard working Fiat Ducato or the dependable and nimble Scudo, Fiat Commercial Vehicles make an impression.



GET THE ITALIAN WEIGHTLIFTING TEAM ON YOUR SIDE!

VINAKA ALFA FIAT

Sales, Service and Spare Parts

Your Tasmanian Authorised Dealer for All of your Alfa Romeo, Fiat and Fiat Commercial Vehicle needs.

Vinaka Alfa Fiat

1 Amy St Moonah 7008

Ph: 03 6273 0628 Fax: 03 6273 5141 vinaka@netspace.net.au



Paraflu™



An interesting mag this issue, with not one but two stories from Paris, both involving Italian cars! Thanks to both contributors for responding to my frequent appeals for more copy!

I also have some stuff to sell and give away.

I have pistons and rods for a push-rod Fiat 131 to give away. Call me on 62652598 if you want them.

I also have a selection of brake shoes which I believe are Fiat ones. They are new, and free to

Buongiorno.

This is likely my last President's Report, as our AGM is scheduled for the end of this month - Tuesday November 25th, at 7pm at the Hobart Civic Club, and according to our constitution, that's the end of my tenure as it will mark three years.

I've had a few wins on the Italian fleet front recently. While my daily four wheeled transport is a dreaded German, I have finally gone through the drawn out process of obtaining myself a motorbike licence, and of course this gave me the perfect opportunity to buy something else Italian. In this case it's a scooter, an Aprilia Sportcity 125 which I found in Melbourne and had club member Dave Wishart assist with relocating. On days where I don't need to drop the kids at school, I thoroughly enjoy the freedom of two wheels on my commute, and dream of the day when I am off my restricted licence and can buy something bigger. My current thinking is a Moto Guzzi Griso or Breva, though it's quite fun checking out all the funky little manufacturers that have survived thus far, or come out with something a bit special, like Laverda or Moto Morini.

On the car front, the 850 is at home now, which necessitated getting it running again. Apart from the very

anyone who wants them. See pic.

1994 Lexus ES 300 for sale—\$3500 ONO. Great car, rebuilt by Tony Gray with reco motor and gearbox. Only done 207000 km, and only about 10000k on this motor.

Two Trailers will also be for sale—one box trailer immediately for \$500, and my small race car trailer for \$1500 when I finish the new one.

Lancia still for sale—see inside.



loud exhaust system which is about to fall off, there's not an insurmountable quantity of work to have it back on the road. Running the timing at the finish of the Domain Hillclimb this year certainly made me pine for its low powered thrills (as I would much rather have competed).

The 2300S is back on the road with the cooling system issues finally sorted. Doug Blain was able to enjoy it once again on his recent trip, though unfortunately it suffered a bit of a brake hiccup on the day he left, which means it's on ice for a little while as I chase the issue down. A fluid flush and bleed helped, but did not fix it; it will be disappointing if it's the master cylinder again (it was rebuilt and resleeved a couple of years ago). The Urraco has likewise had a bit of a sulk and needs clutch hydraulic

Presidential Patter

attention; hopefully fresh fluid and a bleed will be enough for now, as it is soon so go interstate for renovation and to be returned to its original colour scheme.

I hope to see a strong presence at the AGM. The club still has much to offer the Italian car enthusiast and has never been stronger financially, yet it will struggle to survive another year without people willing to take on key positions. Please consider nominating yourself for President, Secretary, Club Captain or Treasurer - all of the people in these positions (where actually filled - two remain effectively vacant) have spent far too long on the committee and either cannot or do not wish to continue for another year.

FOGARTY AUTOMOTIVE SERVICES

General repairs on all Makes & Models

Specialists in Fiat, Lancia, BMW Alfa Romeo
including spare parts supply

Steve Caplice

0418 148 608

156 Argyle Street

Hobart 7000 Ph: (03) 6234 8868

Domain Hillclimb results

CMI Domain Hillclimb 21st September 2014 - Official Results

Driver	Car	Best Run	Outright	Class Place
Jamie Lonergan	Nissan Skyline R32 black	46.74	1	F1
Bart Dove	Locost clubman blue	47.12	2	C1
Rob Van Der Niel	Mitsu EVO 2 RS white	48.17	3	F2
Damien Moore	Ford Escort white	48.20	4	D1
John Davidson	Subaru WRX white	48.42	5	F3
John Ralph	Subaru WRX Sti white	49.26	6	F4
Allan Van Dullemen	Mitsu Starion red	49.56	7	D2
Nathan Hobson	Nissan 200SX silver	50.28	8	D3
Mark Brooks	Subaru WRX Sti white	50.98	9	F5
Michael Elliott	Mazda RX7 blue	51.45	10	D4
Daniel Caine	Toyota Corolla white	52.01	=11	B1
Warwick Hughes	Alfa Romeo Alfusud rosso	52.01	=11	A1
Stewart Paine	Nissan Skyline R32 blue	53.14	13	E1
Garry Griffiths	Nissan skyline white	53.22	14	E2
Scott Wyman	Proton Satria Gti silver	54.40	15	B2
Bruce Heron	Triumph Dolomite yellow	54.92	16	B3
Geoff Storr	Alfa Romeo Alfetta GTV bianco	55.29	17	B4
Nic Fabrizio	Peugeot 306GtI red	55.56	18	B5
Tom Clark	Hyundai Excel red	57.73	19	A2
Graham Mitchell	Fiat 128 positano	58.03	20	A3
Philip Blake	Fiat Abarth OT1600 giallo	58.05	21	B6
Darryl Bennett	Suzuki Gti yellow	58.13	22	A4
Matthew Tangney	Nissan Skyline R31 red	58.46	23	C2
Lyndon Archer	Alfa Romeo Alfetta oro	58.54	24	B7
Luke Alessandrini	Fiat X1-9 arancia	62.90	25	A5
Pat Alessandrini	Fiat X1-9 azzurro	67.30	26	A6
John Caire	MG TC yellow	68.80	27	A7

Class Winners

A Warwick Hughes

B Daniel Caine

C Bart Dove

D Damien Moore

E Stewart Paine

F Jamie Lonergan

I Warwick Hughes

Awards

Driver of the Day

Most Improved

Fastest Time of Day

Best Presented Car

Nathan Hobson

Tom Clark

Jamie Lonergan

Lyndon Archer



29 November

CMI Annual display

Our famous display on Parliament House Lawns.

Contact Graham Mitchell on 62391080 if you would like to show off your car.
(You could just turn up but from last year's attendance it might be a squeeze.)

Also 29 November

CMI annual dinner

Cultura Restaurant in Liverpool Street (just up the road from Café Kara/Les Lees)
7.30 pm

Price \$35 per person plus drinks

Don't just turn up for this one—

Call David Mitchell now on 0419565786 or email him on
david.mitchell@environment.tas.gov.au and book.

Lancia Beta Coupe

Rally prepared—has competed in two Targas and several hill-climbs and regularity events

Great for all kinds of club motorsport

Still for sale at bargain basement price of **\$4000**

1800 twin-cam motor. Fantastic brakes.

Slightly damaged but very fixable.

Mazda RX7 front brakes, strut braces, full (demountable) cage, lots of spares, including:

Complete front subframe, complete spare 2-litre engine, two front wings, spare front grille, spare radiator, numerous spare headlights

Call Blakey now on 62652598 and come and see what work is needed to get yourself in this great car!



U
L
I
P
R
A
D
E
M
N.

Wot I Did On My 'Olidays (Part 1)



There we were, Mrs A and I, sauntering down the Champs Elysees in the rain, as you do on any Thursday morning, when we came across a curious sight. There, on a side street, was a pair of Italian beauties with a clear intention about them that I should take them for a ride. Not wanting to pass up this promising opportunity I wandered over to run a closer eye over their obvious qualities and see what the deal was.

Mrs A was hesitant but...when in Paris....

We were quickly accosted by their 'handler' who promised the ride of a lifetime and the cost seemed quite reasonable; so I signed up on the spot.

Don't be misled, this is more Graham Hill than Benny Hill. The pair in question was a Lamborghini Spyder and a Ferrari California Spyder.

The problem was, which one? A quick discussion with the street-side dude established that he must sit in the passenger seat; Mrs A also wanted to be part of the action so that meant the only one that would fit the bill was the Ferrari, it being a four seater. (Really, yes, it has two seats in the back...you could call them seats, anyway.) Next came the grubby discussion about money and licences and insurance etc. Well, all straightforward, the man swipes my credit card there on the street. (Did I mention it was pissing down?) Licence? No worries, a piece of plastic with my photo on it from a place called Tasmania that he had never heard of was just fine. Insurance? All covered in the price (must be OK then?).

So with all the boring stuff cov-

ered we clamber on board. Mrs A inserted herself into the rear 'seat' and ended up in a most unlady like pose – but we must all suffer for art, mustn't we? I climb into the business seat and my co-pilot into the passenger seat. First impressions? Lots of stuff to play with on the steering wheel. (Man told me to stop fiddling.) The seats were nice leather but nothing special. A nice enough place, but it didn't scream REALLY EXPENSIVE. I had to put the roof up (I think I said it was raining) making the interior much more ...dingy. I wanted to just drive with it down but the man was a bit nervous about water getting into the steering wheel. After doing the Ferrari equivalent of Ctrl-Alt-Del we finally got it fired up and again...nothing really exciting. Yes, it was a bit noisy and you could rev it to a million rpm, but it was a bit characterless. None of the usual Italian

car vibe that says ‘Do that again and I’ll either go like stink or blow up’.

I set off down a very narrow side street – no place for anything extreme, so just taking in the experience until we turned into a wide promenade with no traffic on it. It is surfaced with large smooth cobbles and, yes, it is bucketing down. What to do? The most rational and reasonable thing that comes to mind, bury the pedal to the firewall. Screaming engine, huge wheel-spin, parked cars looming, opposite lock, tank slapper, frightened pedestrians...nup...none of this; the hugely powerful, hugely expensive Ferrari gains speed at the rate of a small Kia. A giant let-down, no story to tell the

grandchildren of how I totalled a Ferrari in Paris. My GTI would have been much scarier.

So we proceeded around the streets in our Kia until we found ourselves at La Place de La Concorde. You have seen it on telly, it is a roundabout the size of the MCG with no line markings. The traffic goes anticlockwise but after that you are on your own so it’s a matter of driving...assertively. To be fair, French drivers are very good; there is no road rage, lots of merging, passing, negotiating, but none of the aggression and righteousness we would get in Tasmania.

We eventually entered a tunnel (yes, I think it was THAT tunnel of Lady Di fame), where I could

finally plumb the depths of this machine’s performance. Bury the throttle, lots of noise; it certainly got up and went but again... no drama, no tightening of the sphincter, no ‘geez that was close’.

We arrived back at the start with mixed emotions. We just drove a Ferrari around the centre of Paris. Yeah, job done! But, I was left with some lingering questions. Was this just a Kia with a very clever body kit to con the punters or is the Ferrari just so awesomely capable that it managed to keep an idiot from the Antipodes from killing himself in the Parisian rain? More investigation required.



Fiat 500s—in wood ...

The Champs Elysees seems to have been crawling with CMI members in the recent past. Stewart Peacock was wandering down it and saw this display in a Fiat dealer's window.

Apparently the timber version was the original, built to verify the design of the first Fiat 500, and the metal version was exactly the same, but, as Stewart says, beautifully built from stainless steel tubing.





Oakley's Coaches King of the Hill (prov.)

Driver	Italian Steed	Collinsvale	Baskerville	Domain	Total
Warwick Hughes	Alfasud rosso	10	10	10	30
Jake Hill	Alfetta	5	7		12
Garth Newton	Fiat 124 azzurro	7	3		10
Tristan Roberts	Alfetta azzurro	9			9
Monty Reading	Alfetta azzurro	8			8
Geoff Storr	Alfetta bianco		5	9	14
Steve Cameron	Fiat 132 bianco		2		2

Oakley's Coaches King of the Barbarians

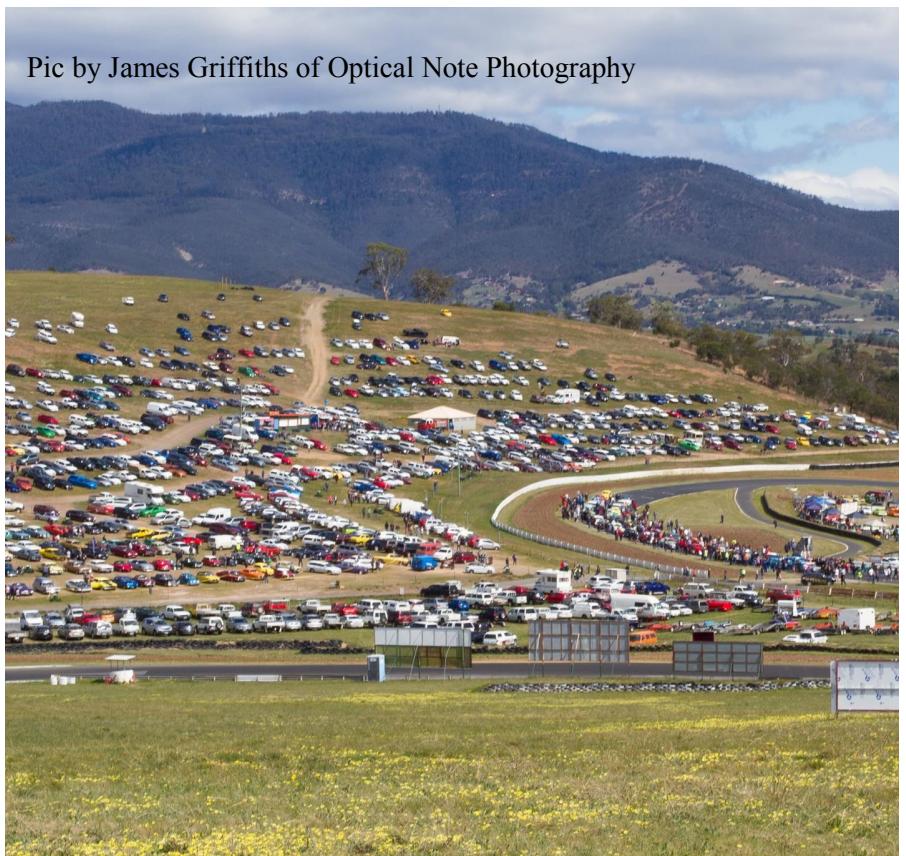
Driver	Nag	Collinsvale	Baskerville	Domain	Total
Allan Van Dullemen	Mitsu Starion	8	9	9	26
Rob Van Der Niet	Mitsu EVO 2	9	6	10	25
Bruce Heron	Dolomite	10	6	7	23
Scott Wyman	Proton Satria	9	4	8	21
Nathan Hobson	200SX	6	8		14
Paul Rice	Skyline	7	6		13
Alex Rice	Various	5	8		13
Simon England	Excel	8	8		8
John Biernacki	Toyota MR2	8			8
Adrian Morrisby	Silvia		7		7
Janus Englert	MR2	6			6
Ricky Scott	Mazda	4			4
Ryan Russell	Commodore		4		4
Scott Grainger	Silvia		3		3
David Bushby	BMW 540i	2			2
Mark Brooks	WRX		2		2
Dwayne Morrison	Commodore		2		2
Jeremy Calvert	WRX		1		1

Geoff Storr, Jake Hill, John Caire, Vlad Gala, Dave Dungey, Mick Williams and I were entered in this great event. Apologies if I missed anyone.

I blew a head gasket in the OT 1600 on Saturday morning, but Jake Hill and Alex Ransley put themselves at my disposal, and with Jake and me under the engine cover and Alex 'gophering', we had the engine repaired in about three hours.

I tootled around behind the Holden-only regularity to check it out (and got in trouble for staying out too long!), and decided it was OK. So on Sunday I could run again in the sedan regularity. No such luck for Jake, in Geoff Storr's Alfetta: the fuel pump fell off as he was driving to the grid.

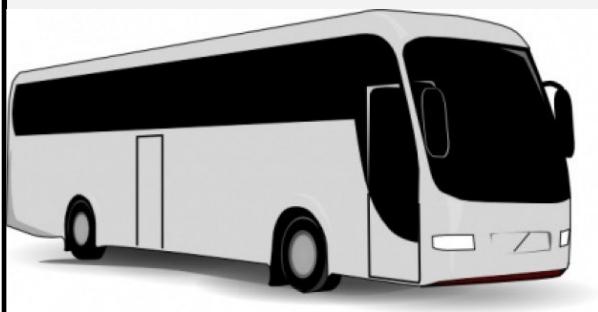
Fantastic event, with 200 competitors and the biggest crowd I have ever seen at Baskerville.



OAKLEYS COACHES

**TOURS, SCHOOL & CHURCH GROUPS,
WEDDINGS, BUCKS AND HENS NIGHT,
SOCIAL & SPORTS CLUBS**

7 DAYS A WEEK, ANYWHERE, ANYTIME



STEPHEN OAKLEY
PROPRIETOR

Phone: (03) 6267 9899

Mobile: 0418 142 494

Email: oakleyscoaches@bigpond.com

**"NO ONE KNOWS YOUR
PASSION LIKE SHANNONS."**



The passion, the pride of ownership, the sheer emotional attachment – no one understands it better than Shannons. So when it comes to insurance for your special car, daily drive, bike or even your home, there's only one person you should talk to – a fellow enthusiast at Shannons. And remember, you can pay your premium by the month at no extra cost.

So call Shannons for a quote on **13 46 46**.

SHARE THE PASSION

INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons P/L Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.