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Full yearly Membership fees:

1 July 2014 to 30 June 2015
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, January through to November, 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 8.15 pm. 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, Pro-

spect, 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

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SELENIA

Apologies for the lateness of the magazine this month. I did start it before Targa, but as there wasn't a great deal to report I held it over until there was time for a report to be written. You'll find it near the end.

A couple of committee members and a club member have also been to the Lake Barrington Hillclimb, and you'll find their observations at the start of the magazine. This is a great hillclimb; I have done it a couple of times as part of another

event, and thoroughly enjoyed the challenge.

The next events on the horizon are the Economy Run and the Baskerville Hillclimb, so put the dates in your diary and drag out something Italian—a car, that is—and come along.

Speaking of coming along, don't forget the Special General Meeting!

Blakey's bit



Pic by Erik Rathmayr

Treasurer Allan Van Dulleman and I both attended the NW Car Club's Lake Barrington Hill Climb this year as spectators. Warwick Hughes competed with the Sud - 2nd in class on a predominantly damp track. Some observations are that the track is 2 km long with 35 bends and there is a forest three metres from the road on both sides. They run two groups, which

works really well, and they run in number order – which may not make much difference except that spectators know who will appear next. They rented nine plastic barricades for about \$100, and the local fire service attended and provided water for the barricades. They ran a spectator bus after

Presidential Patter

each group, stopping at two spectator points. They have about 10 sponsors who have banners erected near the start and near the spectator areas.

Some food for thought when considering our own hillclimbs.



The Lake Barrington Hill Climb

What a luxury to be able to attend a hill climb without official duties! Watching other fellows anxiously plugging in cables and searching for something promising on a laptop screen... A spectator bus to take us to a choice of vantage points on the track, leisurely lunches, and a roaring fire with delightful company after the event.

Annette and I had travelled with Warwick and Maree Hughes to Lake Barrington via a couple of days at Longford, Warwick's turbocharged Coaster van towing a trailer carrying the venerable Sud.

A quote from the Clerk of Course is worth repeating: 'We have spent nearly 34 dollars on trophies. Please don't crash trying to get one...'

The hill climb unfolded slowly on a cool but clear morning only to founder as starter number 4 left the track, requiring a winch and trailer for recovery. An unlucky start for Grant Medwin.



Warwick's first run was his quickest as the weather deteriorated by the afternoon. The Sud was overheating with a stuck thermostat, but judicious use of the hammer and a secret Italian incantation seemed to help, assisted by the light rain and colder conditions. Pushing hard on his last run the Sud spun on a tight right hander, just within view of the first spectator area, but keeping the throttle open and first gear engaged Warwick kept things moving as

an embankment threatened, losing only a second or so. The day concluded with a crowd around an excellent fire in a covered area near the lake, beverages were available and prizes distributed by the tireless organisers.

See NW car club site for detailed results and further commentary.

Peter Lowe



Economy Run

7 June—10 am start at Retro café
Contact Graham Mitchell on 62391080

Special General Meeting

Tuesday 26 May or Tue 30 June
See below and Cmitas.org for timing details

Baskerville Hillelimb

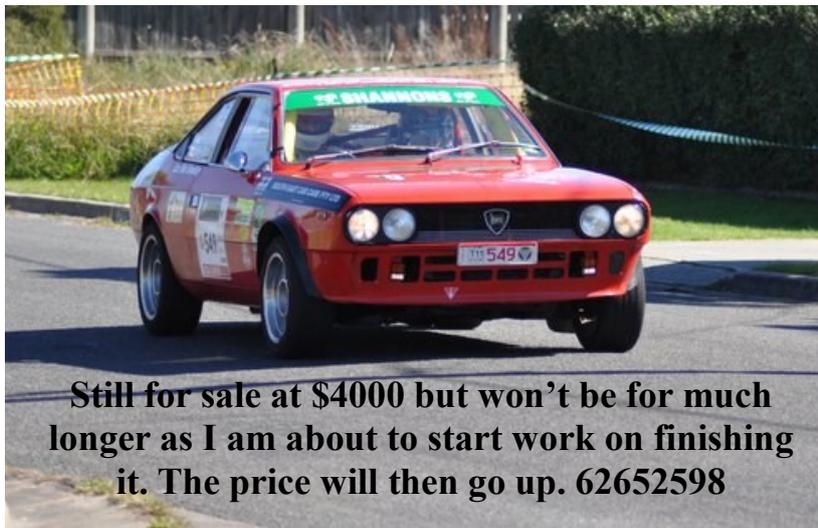
Sunday 12 July

MST share Special General Meeting

Many members may be unaware that 10 (?) years ago the club contributed \$5000 to Motor Sports Tasmania in return for shares in what was then a Pty Ltd company and access to reduced track hire rates. The club has more than recovered the investment and now that MST have converted to a Not for Profit Organisation requiring them to buy back the shares, the committee recommends that the money be reinvested with MST in the form of a long term loan available to the Baskerville foundation.

We need to give two weeks' notice of this, so depending on when Veloce Nota comes out we will be holding it on one of the two dates shown above.

The club website is the best place to watch for an announcement. Come along and have a drink and your say (preferably in the opposite order if you have more than a few).



Still for sale at \$4000 but won't be for much longer as I am about to start work on finishing it. The price will then go up. 62652598

BARBIE
KEN.N.

Michelin Classic & Vintage Tyres Reborn

Stuckey Tyre Service has just been appointed Distributor for the highly popular Michelin Vintage car tyre range in Australia.

Michelin Australia Managing Director, Cedric Binoit said the move was prompted by increasing demand for the product in Australia. "Michelin is pleased to be able to offer this highly popular range again to our Australian customers," said Mr Binoit.

"Through Stuckey Tyre Service we are providing easier access and improved service to vintage car owners looking to fit Michelin tyres to their prized vehicles. Not only will they be able to keep the original look and feel of their vehicle, they will also benefit from improved safety and performance."

Michelin offers a range of tyres for classic cars which will fit a number of vehicles made between the 30s and the end of the 70s. Iconic patterns such as X-Stop, XAS, XWX and TRX form the basis for the updated range. In addition, Stuckey Tyre Service will also be supplying Michelin's Competition Classic range which includes XAS FF, TB15 and TB5 patterns.

Jeff Hastie, Sales Manager for Stuckey Tyre Service, said "This is an exciting project for us. Our first shipment is due early May, and we should be able to satisfy most customers immediately with fresh stock, at more competitive price."

"No longer will car enthusiasts be forced to purchase tyres overseas; our aim is to supply and expertly fit the latest production tyres at internationally competitive prices".

For more information about the Michelin Vintage tyre range, please contact Jeff Hastie at Stuckey Tyre Service on 03 93865331

www.michelinclassic.com

www.stuckey.com.au



The Bi-Annual Castlemaine Rally as staged by the Australian Lancia Register is on again in October.

Geraldine and I took the Fulvia Zagato in 2013 and had a great time. We are planning to go again this year and include the tour that follows.

Details are:

Friday 16 October

Welcome Lunch followed by Evening Reception (last year held in the local art gallery among some amazing paintings by famous Australian artists).

Saturday 17 October

A tour, display lunch and judging of cars. Rally Dinner at night.

Sunday 18 October

Another tour (last time cryptic followed by lunch). We actually went to the Mt. Tarren-gower Historic Hill Climb for an hour or two in the morning where Bu-

gattis and other magic cars were competing. It is on at the same time this year. A terrific dinner at night with interesting guest speakers.

Monday 19 October

For those interested a six-day tour through the winegrowing areas of Avoca and Great Western, Halls Gap in the Grampian

Mountains.

Then down to the sea at Port Fairy along the Great Ocean Road to Apollo Bay via Port Campbell and the 12 Apostles finishing in Lorne with a dinner on the Saturday night.

If you're interested, get in soon, as bookings for the Tour and accommodation in Castlemaine usually fill up quickly.



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New location!

Between a rock and a hard place

When John and I lined up for Targa Tasmania this year – his sixth, my twentieth – we were in TSD (Time/Speed/Distance). This is an event where the organisers give you an average speed – which differs from stage to stage – and on each Targa stage you then have to achieve it exactly, while not exceeding 130 km/h or going below 30 km/h. It's great fun, quite difficult and *relatively* inexpensive. Also you don't need anything like the level of safety gear that the full competition requires. We had it all, so we used it. Which made some of our fellow competitors think we were taking the whole thing a lot more seriously than we were.



As usual, Mary was our team manager, but this year we also had a real service crew and some company for Mary in the form of Jake Hill.

We found the times, largely set



for modern cars, difficult to achieve on many of the stages: Mount Arrowsmith, for example, had an average of 105 km/h, and in the fog and damp we were nowhere near it. Gunns Plains and Riana were two other difficult ones. On most stages, in fact, we had to go as hard as we could drive, and then think about lowering the speed at the end if we found ourselves above the average.

As well as financial support, our sponsors gave us a lot of practical help: Terrace Trading providing a ute, Ambulance Private a number of cameras, Launceston Towing a set of touring headsets, Nuts & Bolts – well, what do you think? – and Vina-ka Alfa Fiat and Hobson Electric

cal a lot of help with preparation. Terry Harper of Weldrite and his mate Ashley Board went over the car from end to end, and built a new sump guard (which earned its keep in the event) as well as shortening the

gear lever, moving the rear suspension mounts inboard and welding up a broken engine steady during the event. RDA/EBC Brakes gave us enough pads to give us some choices during the event, and we went for Green Stuff on the front and Red Stuff on the back.

Tony Gray of Southeast Car Care has of course been an invaluable co-conspirator from the first time we had the loony idea of building the car, and gave help right up to the last minute and beyond.

Leg one took us on a short loop down the Tamar River to George Town. The speeds set for these first few stages were easy – so easy that they were hard to achieve, if that makes



sense. John drove on all these, and we made a pretty good fist of the times.

Next day John also drove all day, on another loop out towards the Northwest that included three real classics: Sheffield, Merseylea and Mount Roland. We were now getting into an area where we had trouble achieving the times, so we just had to go flat out. Geoff Storr and Steve Caplice did better than we did, but they probably trusted their car not to deposit them in the bushes backwards.

On Day Three I took over, for the loop that goes round through Scottsdale and the East Coast, finishing with the dreaded Rossarden and the very pleasant Longford. Points of note here included my accruing of a 100-point penalty for an impromptu drag race off the line at Moorina. Accelerating hard off the line is expected, but continuing up to 140 plus is unacceptable. On Rossarden we were passed by Geoff and Steve in the Alfa, and nearly had to pass them again at the end as they slowed down to achieve their time and we continued flat out to make ours. John drove Longford, and we made a minor horse's ass of the time on that one.

One problem we had was the way the car accelerated. John described it as going 'like a cut cat on Ritalin', and now that it has a pair of big Webers on a two-litre engine that is pretty accurate. It goes so hard above 100 km/h that if you wait until the speedo shows 120 before lifting off you will be too late, and penalties will accrue for every second over 130. Ideas

about speed limiting devices gratefully received.

The brakes were fairly good, and the handling was not quite so evil now that I had braced the steering rack and stopped it wallowing about. But we were quite



glad not to be approaching corners at maximum speed – whatever that may be.

Day Four was very interesting. It is probably the hardest day of the event, and comprises Mole Creek, Cethana, Castra, Gunns Plains, Riana, Hellyer Gorge, Mount Black and Rosebery. All of them are capable of giving a heart attack to an inexperienced navigator, but luckily that doesn't describe either of us these days. Mole Creek was cancelled after some local meatheads poured oil on one of the corners. Cethana had been shortened but was still a challenging 20-odd kilometres – and then came Gunns Plains. This is fast, narrow, bumpy and dangerous,

and about 5 km from the end John began to show signs of being overcome by fumes. The main sign was a certain slowness in calling the corners, which made life a bit more interesting than we wanted it to be.

When we reached the Riana stage, which had the longest queue in the event, I went looking for a doctor among the other cars, and found a doctor and a nurse in a Jaguar and an Elfin respectively. Alex Dess from our event volunteered to run the kilometre to the start line medical vehicle, and returned with instructions to put John in a car and bring him up. So Alex's dad Frank drove John up in their 944 Porsche, with Alex and me following in the OT and David Currow (also a doctor) behind in the Steyr-Puch Europa. The doctor at the start line put John on oxygen and watched his vital signs for a while before declaring him fit to go. In the meantime a firey and I rigged a cut-off lemonade bottle to funnel air into John's side in an attempt to counteract the fumes from the exhaust – the muffler having broken.

Riana was OK, and John seemed fine, so after a brief halt for the scrutineers to check out the car we drove to Burnie for lunch, where Jake did a very rapid muffler change, wearing my race gloves to get the hot muffler off. We put in a hot dog muffler bought from Burnie Exhaust, and the car now made even more noise and seemed to have even more power.

(Continued next page)



absolutely nailed the time, showing only our second zero penalty run for the event.

Ellendale and Grasstree Hill were both very quick – Ellendale in particular is extremely fast and flowing – and set us up nicely for the four stages down the Channel – Oyster Cove, Woodbridge, Cygnet and Longley.

Before that, though, we had to fix a few things. The car was handling like a pogo stick, so we headed to Sorell and put

All this meant that although we were still in the rally we had fallen behind our sweep car and had to start the remaining stages of the day at the very back of the field. The result was that we came into Strahan in company with John and Jason White in the Lamborghini.

John drove Strahan as the sun was straight in our eyes and his are younger than mine, and I took over for the remaining stages. Mt Arrowsmith was vile, with wet patches, fog and sometimes blinding sun. We only averaged 86.7 km/h, and neither of us wanted to go any



faster. Tarraleah was shortened, and pretty much by accident we

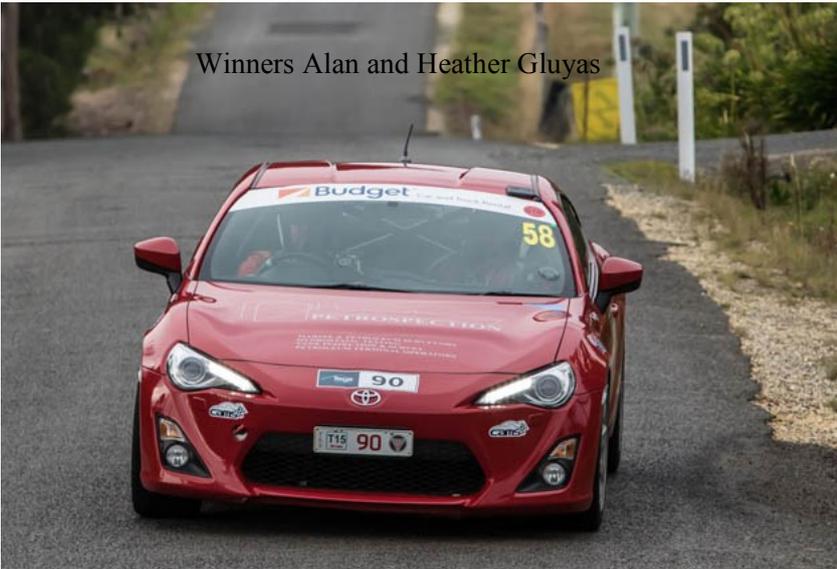
the car on Tony's hoist to change the front shocks, both of which had been hit by the suspension. We also needed to get the engine steady welded up as it had broken again. And finally we had to change a front wheel bearing, which we only noticed while doing the shocks.

The average for all these was 90 km/h. The results show that we managed 89.4, 87.7, 85.2 and 77.5.

The results do not show the near-scrape with a rock wall on Cygnet and a big sideways



Winners Alan and Heather Gluyas



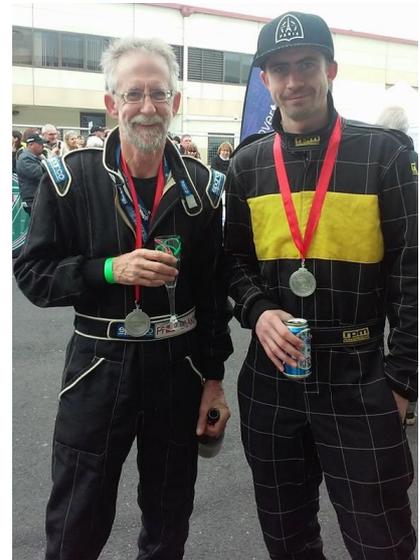
moment on Longley that collected two guideposts, the second with the driver's door. Nor do they show the threats of violence coming through the headphones from the co-driver: 'Why are we going so fast on the last four stages?' Just trying to make the times, was the rather pathetic answer.

There was a good field of interesting cars: Gerry Bashford with ex-Australian rally cham-

pion Bob Watson in an Escort Mexico, Geoff and Steve of course, a more modern Alfa, a Morgan V8, a couple of modern Jaguars, a big Holden, a Ford ute, a Subaru, a BMW, the Toyota 86 of Alan and Heather Gluyas (who won)... the list goes on. We finished twelfth and were happy with that., given that the times were really set for modern cars and that we beat some of them.

It's a great event, and if you want to get into tarmac rallying a *relatively* cheap and very interesting way in. Not so much safety gear required and the entry fee is lower. There is also a speed competition that has the same technical requirements, but it is dearer. Or we might well have been in it.

Thanks to Jake, Mary and John. We made a good team.



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