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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

This issue of Veloce Nota is largely written by me, in the absence of any other contributions apart from the ever-reliable President.

So if you don't like it, you'd better get writing. And even if you do like it, you'd better get writing—because I am surely not the only person in the club with an opinion to express or a story to tell.

After the Domain Hillclimb I had the opportunity to drive the Lamborghini Urraco zero car back to Tristan's house in Tarroona, which was an experience. And one that you can read about in the RACT Journeys magazine in February.

I haven't put every event from the CAMS calendar in 'coming events', so have a look in it for anything

else that might interest you. And keep an eye out for the annual dinner. It is coming soon but the date has yet to be decided.

Now is also the time of year to start thinking about what you can do for the club. If you're interested, the committee needs you.

Presidential Patter

The Domain Hillclimb, usually held on a Sunday in September, was run earlier this month on a Saturday, with a satisfactory field of 29. There was one unfortunate casualty; we hope that the Alfa involved can be restored to original condition and once again be seen on the track.

There were many good performances from all classes with most competitors completing eight runs of the short but demanding course.

We had an excellent coffee van making its first appearance at a CMI event, a brightly painted Morris with the rear section devoted to a professional coffee machine. There was plenty of coffee, but not quite enough diesel for the generator. This meant that coffee service ended a little sooner than anticipated. A detail that can easily be fixed for next time.

Pep Pizza was also in attendance, serving delicious Italian food from their enormous black van with equally impressive black tow vehicle.



The Ferrari F12 was spotted in Trentham, a little town in country Victoria, near their Sunday market

The Sprint followed me home and I've decided to keep it! I have enjoyed driving my silver 1.5 version despite soft, worn out suspension, low compression and inaccessible brakes. This example is so much better. There may be a little rust to fix...



The Domain Hillclimb was fought out on a very sunny Saturday in October.

Incidents were few, apart from a number of spins and loses. The bank only got clouted twice, once gently by Nathan Hobson in his new Nissan 180 SX, and once rather harder by Peter Heron in his Alfa GTV6.

Both drivers were unhurt, but the damage to Peter's car was such that it was difficult to move, and leaking coolant meant the track had to be cleaned up before we could resume racing.

The cause of Peter's crash is uncertain, but it seems likely that it was a mechanical failure, as it happened on the first corner after the start—which is not a place where drivers of Peter's calibre normally 'lose it.'

After the GTV6 had gone home on a tow truck, Peter returned in his magnificent Austin-Healey, and was invited by the Clerk of the Course (me) to have a parade run up the hill.

If you have a look at the times in the back of the magazine, you will see that there is a good spread—from mid-40s to mid-60s.

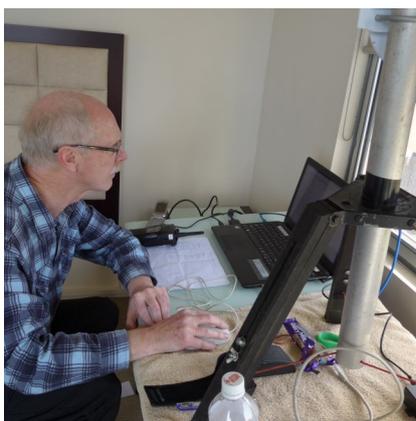
This is a good indicator of one of the things people like about our club—its inclusive style. We don't care whether you turn up

in a full-house race/rally car or a shopping trolley; you're a competitor the same as everyone else.

Not surprisingly, Damien Moore was awarded Driver of the Day for his exploits in the Escort; Jamie Lonergan turned up in the Pulsar again because he enjoys driving it so much; and there was a reasonable turnout of Italian cars, including the Lamborghini zero car.

One thing that was a bit short on the day was officials—so two ladies who had come to spectate were roped in to sit on the water tower as marshals. And as luck would have it, most of the incidents happened right in front of them.

I did consider running an emergency drill during the day, but there were enough alarms and excursions to make it unnecessary!



Peter Lowe—one of the people who makes it all possible!

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Cambridge Khanacross—500 Car Club
15 November and 5 December
State Hillclimb Championship round Baskerville
Porsche Club of Tasmania—22 November
CMI AGM and annual dinner
Date(s) to be decided—
Watch your email and the web site at cmitas.org for info



Blakey and Tony
Castle-Miller
exomparing OT
1600 notes at
Middle Barton
Garage

Lufra to Lookout Hillclimb

You may or may not be aware of the amount of negotiation and general wheeling and dealing that had to be done to get the first CMI Lufra to Lookout Hillclimb off the ground. You would know that it was the first event we have ever had advertised on television, thanks to some hard work and more wheeling and dealing by Lufra publican Peter Derkley.

What you should know is that it was one of the best events we have ever run for general atmosphere, quality of the course and competition, and competitor behaviour. There were no serious incidents, and one CAMS official's wife was heard to remark that it was the most sophisticated motor sport event she had ever attended.

Because of the restrictions imposed by CAMS if we wanted to run a speed event there, we had to run it as a regularity hillclimb—which most people really enjoyed.

Next year we would like to run it as a full-on speed event, but we need a couple of things to happen: the CAMS restrictions are the biggest hurdle, but whatever happens we will need help setting up. Ideally we could run the regularity on a Saturday and the speed event on a Sunday.

And thanks to all the locals who supported the event: Peter Derkley, Roger Self, Eaglehawk



Neck Rotary Club, Eaglehawk Neck Fire Brigade, and all the residents who live along the course.

Have a look at the pics and see if you'd like to be a part of this unique event next year.

Results are at back of \mag.



'Opposite lock! Power! More power!'

I promised some stories from the UK, and here's one.

Given my OT 1600's enthusiasm for sliding its rear, and the speed with which it does it, I was keen during my stay in England to get onto some kind of racetrack experience.

There were plenty of them, at a lot of legendary racetracks like Brands Hatch, Silverstone and Snetterton (only 20 minutes from where I was staying), but they were all either booked solid or not what I wanted. I could have had any number of Ferrari and Lamborghini 'experiences', but I doubted if they would like me to explore the outer limits of handling. What I wanted was to have someone sitting beside me who knew what they were doing, giving me tuition as I abused their rear-wheel drive car.

After trolling the net for several weeks, I just about gave up.

And then found something like what I wanted. The London Rally School was offering a half-day rally driving course in Ford Escort RS2000s at Pool Farm, near Bicester – which was close to Middle Barton Garage, another port of call.

First was a classroom session, where I was taught how to do a handbrake turn, and told to forget everything I knew about driving because dirt is different from tarmac.



The cars were a bit scruffy – which rally cars tend to be – but there was nothing scruffy about the way they went. They were rockets.



Our next session was on a gravel skid pan with a course that involved a handbrake turn, a tight slalom and a long drifting

bend – all under the eyes of our fellow students. At one stage I lost the back end, so I popped the brake and clutch, did a 360 and continued. My instructor, Martin, said, 'What are you doing? You never give up on an Escort! If you can't get it back

the car will spin by itself.'

Next was the forest rally stage – a winding trail that alternated between mud and slick concrete, weaving between the trees. It had a couple of handbrake turns and a lot of moving from one extreme angle of drift to another. And now I knew I was getting what I wanted: somebody sitting beside me shouting: 'Opposite lock! Power! More Power! Less lock! That's it! Go! Go! Go! Go!'

This was great fun. One thing I learned above all else was that if you wanted to control it, you had to start correcting the slide almost before it happened. Then you applied the power. A mysterious flat spot was cured when



my instructor watched my method of applying power and said, 'I know we said to give it plenty but you might need to be gentler than that.'

After our session in the Escorts we finished up with a run in a Subaru WRX. Chalk and cheese. You turned in, backed off, and when the back end came around you gave it the beans and away it went, drifting through the corner. It was all straight lines. We didn't have

long enough to get to grips with it, enjoyable though it was to drive a really powerful 4WD in the slippery stuff.

For me, the Escort was more fun. I could see why their drivers love them.



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Lufra to Lookout Results

CMI Lufra to Lookout Regularity Hillclimb 22nd August 2015 - Official Results - Outright

Car #	Name	Car	Total Points	Position
37	Adrian Morrisby	Subaru Forester GT	4	1=
525	Bruce Heron	Triumph Dolomite yellow	4	1=
5	Graham Mitchell	Fiat 128 positano	5	3=
41	Jamie Lonergan	Nissan Pulsar red	5	3=
34	Nic Fabrizio	Peugeot GT16 red	5	3=
7	Peter Bailey	Mitsu Lancer GSR yellow	5	3=
15	Scott Wyman	Proton Satria Gti silver	5	3=
20	Stewart Paine	Nissan Skyline blue	6	8
99	Daniel Caine	Toyota Corolla white	8	9=
4	Gail Creighton-Barr	MG B green	8	9=
43	Michael Elliott	Mazda RX7 white	8	9=
25	Jason Lavroff	Subaru BRZ black	9	12=
55	Ryan Murphy	Audi A4 black	9	12=
35	Becher Townsend	BMW 635 white	10	14=
2	Chris Edwards	Jaguar E type red	10	14=
88	Philip Blake	Abarth OT1600 giallo	10	14=
46	Adam Butler	Porsche 944 S2 blue	12	17
9	William Ong	Honda Civic red	13	18
31	Garry Griffiths	Nissan Skyline white	14	19
38	Matt Stephens	Subaru wrx	15	20=
22	Ben McCulloch	BMW E30 gold	15	20=
29	Ian Cunningham	Morris Minor cream	18	22
6	Rob McIntyre	Subaru GC8 white	26	23=
3	Troy Johnston	Subaru WRX white	26	23=
32	John Davidson	Subaru WRX white	32	25=
8	John Ralph	Subaru WRX sti white	32	25=
44	Damien Moore	Ford Escort white	38	27
45	Julius Roberts	Subaru WRX white	42	28
33	Zoe Hemstandt	Toyota Supra	56	29

Awards

Driver of the Day	William Ong
Best Italian	Philip Blake
Joint Outright Winners	Adrian Morrisby Bruce Heron

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<p>"The MOST beautiful, coastal, HILLCLIMB EVENT in Australia."</p> <p>An event like this does not happen without the support and goodwill of many. THANK YOU</p>		

CMI Domain Hillclimb 17th October 2015 - Official Results - Page 1 of 2

Driver	Car	Best Run	Outright	Class Place
Rod Bender	VW Golf R white	47.95	1	F1
Ben Spriggs	Subaru WRX STI white	48.54	2	F2
Damien Moore	Ford Escort white	48.79	3	D1
Matt Stephens	Subaru WRX white	50.13	4	F3
Pat Callinane	Toyota MR2 black	50.37	5	D2
John Ralph	Subaru WRX sti white	50.40	6	F4
Omar Hasan	Mitsubishi Lancer GSR white	50.52	7	F5
Leigh Ford	Honda Integra R silver	50.54	8	B1
Dan Caine	Toyota Corolla white	51.44	9	B2
Michael Elliott	Mazda RX7 white	51.51	10	D3
Dave Watson	VW Golf R32 black	52.18	11	F6
Max Griffiths	Subaru WRX red	52.42	12	F7
Nick Shaw	Subaru WRX blue	52.44	13	F8
Jamie Lonergan	Nissan Pulsar maroon	52.58	14	B3
Scott Wyman	Proton Satria Gti silver	52.96	15	B4
Peter Heron	Alfa Romeo GTV 6 silver	53.64	16	D4
Nick Fabrizio	Peugeot 306 red	54.19	17	B5
Bruce Heron	Triumph Dolomite yellow	54.57	18	B6
Mark Brooks	Datsun 1600 white	54.94	19	B7
Nathan Meyers	Proton m21 maroon	56.04	20	B8
Luke Alessandrini	Fiat X1-9 arancia	56.55	21	A1
Darryl Bennett	Suzuki Swift yellow	57.60	22	A2
David Griffiths	Nissan Skyline white	58.48	23	E1
Graham Mitchell	Fiat 128 positano	58.78	24	A3
Nathan Hobson	Nissan 180SX black	58.79	25	D5
Garry Griffiths	Nissan Skyline white	59.60	26	E2
Steven Arnold	Daihatsu Handi white	60.90	27	A4
Lyndon Archer	Alfa Romeo Alfetta oro	61.28	28	B9
Owen Biggs	Ford Falcon yell/blue	63.87	29	E3
Pat Alessandrini	Fiat X1-9 azzurro	65.28	30	A5

Class Winners

A	Luke Alessandrini
B	Leigh Ford
D	Damien Moore
E	David Griffiths
F	Rod Bender

Awards

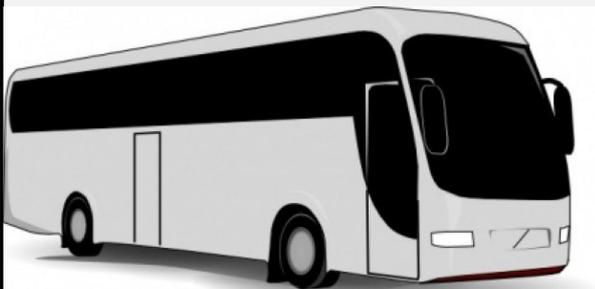
Driver of the Day	Damien Moore
Most Improved	Michael Elliott
Fastest Time of Day	Rod Bender



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