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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
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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 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 being late with the magazine—again. I have, unusually, been working hard on earning a living just lately—as well as which the car needs a new exhaust system, the starter motor has gone into a post-Targa sulk, and my second-hand hoist has just arrived—which means I have been clearing stuff out of one side of the workshop and reorganising it on the other, with a bin standing by to swallow the unwary and unnecessary.

This issue has the full text of a letter from Donald Potter, about improvements to Symmons Plains, with a few 'do's and don'ts'. I have a

report on Targa Tasmania from our point of view; Warwick's Alfasud has changed hands (which means the club's Barbarian balance has shifted); the new way of approach-

ing the club captaincy is described; and there are a couple of items for sale and wanted.



Stuart Craft at Collinsvale

Preparations are under way for Hillclimbs at Baskerville in July, Lufra in August and the Domain in October. A driver training day is also to be conducted, partly as an introduction for potential new participants in the Lufra event.

We are anticipating the inclusion of some electric vehicles at the Lufra regularity hillclimb, and so, on the tenuous connection that some body panels on the electric BMW i3 are made in Italy (!) I have a couple of

impressions to share of a short but very pleasant drive of this interesting vehicle.

The feature that I noticed first was that the regenerative braking activates as the accelerator is released, making the brake pedal redundant for all but heavy braking, and for stopping it from rolling away – slowly – on hills. The vehicle will come to a complete halt without the

use of the brakes. Some throttle is required to hold it to a chosen speed, even down steep hills. The other surprising feature was the amazingly tight turning circle, making it as manoeuvrable as a Fiat 850.

A big thankyou to Reece, owner of the car and member of the Electric Vehicle Association, for the interesting drive!

Presidential Patter





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1 Self's Point Road, Cornelian Bay. Tasmania 7008
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ABN 78 093 815 126

The President
Club Motori Italia
P.O Box 514
North Hobart
Tasmania 7002

Att Mr Peter Lowe

Symmons Plains Upgrades

You will by now be aware that Motorsports Tasmania, through the Tasmanian Government and a funding grant, has invested over \$1.5m towards safety upgrades and venue improvements at the facility. These works include concrete hard stand, increase of pit hard stand area, new fuel storage bund, new medical centre, drainage upgrades, new gravel traps, control tower improvements, concrete barrier in lieu of earth filled tyre wall, A/C units in Telstra room, machinery store and compound fencing, and removal of various redundant structures.

This has been a significant investment and we are extremely proud of what has been achieved. We are confident that these improvements will make your club events safer and hopefully more enjoyable for your members. We still have a few items to undertake in the future which will enhance the facility even further.

There are some matters that we would like to high light relating to these improvements and we would ask your club to be aware of and comply with through our track hire agreements going forward.

Concrete Hard Stand

This area has been constructed with multipurpose uses in mind. These uses include Motorkhana's, driver training, and hard stand for large events. The hardstand is not to be used as a burnout pad or events where excessive skidding is encouraged. For clarification purposes, all Auto Test events must comply with the CAMS Manual of motorsport – National Motorkhana Code. (copy attached) This policy will be enforced by MST in the interests of maintaining the investment in this facility and the safety for competitors, officials and spectators. Noncompliance with these requirements will see events cancelled and club use of the facility removed. Significant oil stains or ponding shall be treated with oil soak material as if on the track surface.

Gravel Traps

Over 5000t of compliant gravel has been placed in gravel traps throughout the facility. Maintenance of these traps will be an ongoing cost for MST, and we would ask that you assist us by undertaking the following if a vehicle visits any of the traps during your event.

- 1) Remove any mud or dirt clumps that are dragged into the trap
- 2) Remove any car or motorbike pieces including fairings from the traps
- 3) At the end of your hire, gravel traps should be raked flat
- 4) Report any damage through the track damage report at the end of your event



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In between events MST will regularly rake and scarify the traps so they do not become compacted, we are relying on your assistance with the above to assist.

Hard stand

MST have sealed an additional 9000m2 of hard stand in the pit area. Whilst it isn't sealed with hotmix, it has been sealed with 2 coat seal at a cost of \$90,000. Under no circumstances shall tent pegs, star droppers, or anything else be hammered through the surface. This enables water to enter and next thing we have significant pothole issues. Should this occur during your hire, the seal will be repaired by a contractor and costs passed onto the hirer.

General

Whilst we have invested a significant amount of money into the refurbishment, we are the first to admit there are things still at Symmons Plains that do not meet the Board's expectations. There is still much to be done to lift the professionalism and presentation of the venue to achieve the standard that we expect. It would be appreciated if your members show the same level of respect for our venue as we do, and they are encouraged to treat the venue as such. We would ask that you provide a written report to MST at the conclusion of your event on any maintenance items or things that you believe could be improved by MST. We are looking for constructive opinions on what we can do to make Symmons Plains a better venue for all competitors, crews, officials and spectators.

We are looking forward to continuing to improve both our venues, and appreciate the ongoing support from your club and your members. We all need to continue to work together to ensure we have 2 adequate, safe and viable venues for now and the future.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Donald Potter", is written over the "Yours sincerely" text.

Donald Potter
General Manager
0447 315 114



New suspension

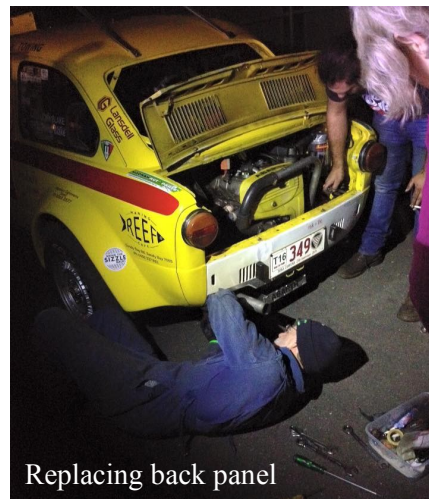
We decided to install our new double-wishbone front suspension before Targa. We had been working on it for months, and were determined that of all the jobs still to be done, this one had top priority. We were keen for the car to turn into corners, travel in a straight line at speed and brake without wandering.

The first problem was that the subframe for the new suspension was about a millimetre too narrow. This necessitated removing a millimetre or two of double skin from the car – and then welding up the twenty-odd holes that remained. (There were a few small fires during the welding, the fiercest involving a rubber grommet in the cockpit.)

Once we got the subframe to fit, getting it to line up on the various mounting holes was a challenge – in the course of which I managed to strip a thread in a captive stud. I then had to cut a window in the chassis, drill out

the stud, replace it by welding in a bolt and weld up the window.

At last we could assemble the wishbones and shocks – only to find that the camber was about ten degrees negative at full adjustment. I had made a mistake in the drawings. This coincided with a long weekend, which I spent cutting the threaded ends off the top wishbones and turning them down on the lathe to



Replacing back panel

retrieve the long nuts welded into them so that I could replace them in the shortened stumps.

Now we had reasonable camber.

The rest of the preparation suffered as a result of all this activity, which meant that on the Thursday before Targa started I booked the car into Tony Gray's Southeast Car Care for a full service and check-over. Among other things, Tony and the boys and I rebuilt the starter motor, welded up a cracked exhaust, built a new clutch abutment, made up new brake lines, replaced the coolant, painted the new suspension, changed all

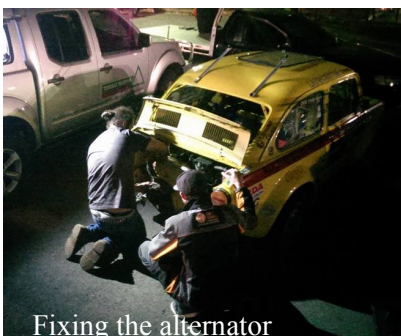


John at the wheel in George Town



Waiting for the tow truck, Elephant Pass

fluids and bled the brakes. As well as there being more to do than we thought, the brakes are complicated, and took a long time to bleed – with the result



Fixing the alternator

that my Friday morning booking for a wheel alignment slid out to Friday afternoon. I got there in the end, and Bridgestone Select put in the 9 degrees of caster I wanted, as well as toe-in of about 4 mm and about one degree of negative camber at the front. It felt a lot better going home than driving in there.

John drove for the first two days, and the car ran well apart from a small overheating issue that Jake managed to fix with the help of Terry Harper in Launceston. But it only handled well up to about 120 km/h. Above that it was as vague as ever. Worse, maybe.

A chat to Wheelie Milich brought the suggestion that the tie-rods were angled up too steeply and would be better under the steering arms. (Dave

Dungey had already told me this, but experiments on the garage floor suggested – wrongly – that they would be better above.)

We left them where they were for the next day, which took us over the mountain passes of the Northeast, and would have done something about them that night if the car hadn't lain down and died at the start of the Elephant Pass. We missed that stage and Rossarden, and outside the Silverdome in the dark we repaired the soldered joint that had come off. (New regulations about working on cars meant that – for reasons that are not clear to me – we had to wait until 7 pm to start work.)

Next day was my turn, and I had the same feelings as John about

the handling. So we took it as smoothly as possible, and got through all the big stages of that day (Sheffield, Castra, Cethana, Riana, Gunns Plains) without incident and without being overtaken *too* often. We arrived in Burnie exhausted at 3.30 pm and then had to hang around until 9.30 to get the car out of parc ferme so that we could work on it. Former Targa competitor Leo Handojo lent us his home workshop to do the adjustments to the suspension (alter the tie rod position, re-set the toe-in to suit, and dismantle and refill a leaky shock absorber). Home to bed at 1 am, but optimistic after Jake drove it home and said, 'I cannot believe the transformation in that car.'



Half a km down, 37 to go—Cethana

Targa Tasmania 2016

Sure enough, it was a lot better. Good thing too, as the first stage on Day 4 was Montumana, which sported a 2-km straight with about five blind crests and three jumps. I took it a bit easy over these, but we were still getting north of 150 km/h with complete stability. (We realised during the event that the 2-litre engine, being jetted for a 1600, runs out of breath at the top end, despite its great acceleration on the way there.)

Amazingly, the West Coast was dry all the way to Strahan, so



Never noticed the view of Mt Roland...



Getting some air at Cygnet – about 150 km/h

coming down Mount Black, for example, was not the harrowing experience it can be if it's wet. Even more amazingly, we got out of the car in Strahan and walked away with very little to do except eat dinner and have a very pleasant few drinks on the boat.

Next morning the sun was attempting to come out, so John drove Strahan and Queenstown – both stages where it can be in your (my) eyes. I took over from there onwards, and particularly enjoyed the car on Mt Arrowsmith and Ellendale – two

places where high-speed stability is vital. By the time we got to Grasree Hill, which I know well, I was comfortable with the car and we were several places further up the field than previously.

And on the final (wet) day down the Channel, despite blowing a hole the size of a playing card in the exhaust and having a couple of loses, we took two minutes out of one car that had been consistently beating us. I am looking forward to developing the OT 1600 further, now that the front end is behaving itself.

We finished 42nd out of 59 in the Classic, and were reasonably happy considering two missed stages and a bit of dodgy handling.

Thanks to Mary, Jake Hill and Stuart Craft for giving us a hand and some good company during the event. Anyone who has done a tarmac rally will know that having a vehicle and some willing hands on call is a real godsend, and it lets the crew relax when there is a chance.

And thanks also to all who helped us financially or in other ways – most especially Omar Hasan, who watched our progress – and that of his ute – while travelling in Italy!



Mary

In the last edition of *Veloce Nota* readers were provided with a brief general history of CMI and in this article I will keep going with the history theme but shift the focus onto the Club Captain role. The Club Captain role was established early in the club's history for the purpose of making one club member primarily responsible for identifying opportunities for motor sport events and then taking the lead in planning and coordinating the events. Norm Henry served in this role with distinction for many years but the club has not been able to find a long-term Club Captain since he stepped down. Many committee members past and present have taken on the role for one or two years but the increasingly complex requirements from CAMS, councils, police, etc. have worn down even the most dedicated and enthusiastic among us. For the last few years the role has been either reluctantly filled or unfilled.

Start line at Collinsvale



In light of the unreasonable demands on the person in the Club Captain role, the committee has decided to change the way we approach the organisation of motor sport events; this has significantly changed the Club Captain's role. The organisation of motorsport events will now be shared by the whole committee. One committee

member will take on a coordinating role for each event but the many and varied tasks will be shared out across the whole committee – and we hope, non-committee members when we ask for help.

So where does this leave the Club Captain role? We hope that by sharing out the organising and coordinating roles the Club Captain role becomes one that is focused on identifying opportunities for new motorsport events or suggesting improvements to existing ones. The Club Captain will also be our contact person for CAMS and other car clubs on matters relating to motorsport. We hope that this role is a more attractive one, and would very much welcome self-nominations for the position.

Robert Madigan

Pat Alessandrini (X1-9) at Collinsvale



COMING EVENTS and Miscellany

Italian Winter Fest

18 June, 6.30 pm—Italian Pantry, Hobart

Baskerville Hillclimb

10 July

Driver Training Day at Baskerville

24 July

Lufra to Lookout Hillclimb

Saturday 20 August 2016

Economy Run

4 September

Contact Graham Mitchell on 62391080

Domain Hillclimb – 16 October

This arrived on the editor's email. Can anyone help?

From: Warrick Ford <uldfind@bigpond.com>

Date: 26 April 2016 at 1:51:58 PM AEST

To: <info@cmitas.org>

Subject: ATCC and V8 Supercars Programmes from Symmons Plains

Hi,

I am a motorsport fan from Sydney and have been involved in Car Clubs, Intersvarsity Motor Sport and Rallies in the 1970's and 80's, then worked at Bathurst 1000 for 9 years in the 70's and 80's and also 18 years on the F1 Grand Prix in Adelaide and Melbourne.

These days I get my Motor Sport fix for watching the V8's and F1 on TV and I collect current and old V8 Supercars and ATCC Programmes and also Tasman Series 1964-1975 and Pre-1980 AGP Programmes. The purpose of this email was to inquire if any of your members have any old ATCC/V8 Supercars Programmes they want to sell. Also any Longford Tasman Series Programmes from the 60's.

My want list is as follows:

Symmons Plains ATCC 1969-98 (28 programmes)

Symmons Plains V8 Supercars 1999, 2009 and 2012 (3)

Longford AGP 1959 (1)

Longford Tasman Series 1964, 1966, 1967 and 1968 (4)

Maybe you could include this request on your club website (if you have one) or in your next club newsletter.

I am prepared to pay a fair negotiated price for any programmes members would like to sell.

Also any other programmes they may want to sell from the mainland circuits (e.g. Sandown, Calder, Phillip Island, Winton, AIR, etc.)

I hope to hear from you soon and please contact me if you have any questions.



5-spoke Fiat Cromodora alloy wheels for sale

14 x 6 1/2

\$200 for four

Contact Edrei Stanton on 0410614944



Wheels can be viewed at Southeast Car Care, Sorell—Tel. 62653562

Warwick Hughes and I took part in the last six stages of the 25th anniversary Targa in his last Targa and we finished unscathed.

That afternoon we concluded our deal on the Parliament House lawns, where Warwick handed me the keys to his multi-award-winning Alfasud. We celebrated the sale down at the Beach Restaurant in Blackmans Bay, where we met up with quite a few other Targa



competitors. Very nice food at The Beach too. Glenda and I are very proud to have purchased the Sud. Now how this all came about is Warwick said he was hanging up his helmet and my Proton Satria GTi was written off be an errant kangaroo last December at

4.30am up near Oatlands on our way to Oonah Rd hill-climb. It now resides under our house with the repairs almost complete.

Glenda and I also purchased Warwick's trailer and plan to run the Alfa at the remaining three Tasmanian Hillclimb Series rounds. Hopefully I can do the rosso justice!



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