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Advertising rates

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1/3 page \$10.00 per issue
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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

I actually got the mag out on time this month, which was vital as I am off to Adelaide for a few days at the start of July. This means I will miss the Baskerville Hillclimb, which is a pity.

I also nearly missed the Lufra hillclimb, as I was offered a drive in the Leyburn Sprints by Graham Copeland (who has run a variety of cars in Targa Tasmania over many years). Graham was going to provide a car. He was even talking loosely about giving me his Railton -Rolls-Royce Meteor V12 to drive.

And then I discovered that the Leyburn Sprints clashed with the Lufra to Lookout hillclimb. So I will be here for that instead.

Events in my own workshop have included building a new exhaust system for my OT1600 to replace the one blown to glory during Targa, and installing a hoist.

Naturally nothing runs smoothly. The car has a mysterious misfire now, which I hope is a vacuum leak, and the hoist is defying us as we try to convert it to single phase power. Anybody know anything about putting a reversing switch on a single-phase motor?



Presidential Patter

We look forward to three hill climbs over the next four months, Baskerville, Lufra and the Domain, with a driver training day before Lufra.

The format for Lufra will remain the same as last year with the event being run as a Regularity. Because the results were so close last year,

we will be deciding placegetters on the basis of tenths of a second faster or slower than nominated time. Interest has been expressed from Vintage car owners and electric vehicle owners in addition to our regular campaigners. It will be interesting to see the very old and the very new running in the same event. There

have been questions from electric vehicle owners about length of the course and change of elevation as they juggle battery charge, battery temperature and acceleration trade-offs. Could there be a return to driving in accordance with the temperature gauge? That may be sounding very Italian, Caldo!

The editor's new bike?



No, I haven't bought a new bike. But if I ever do I would find this tempting.



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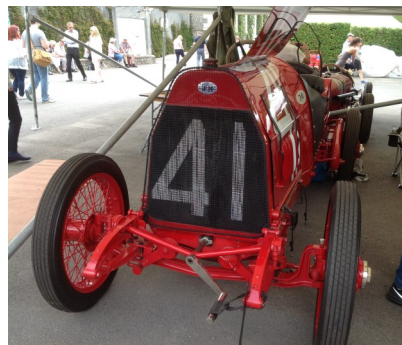
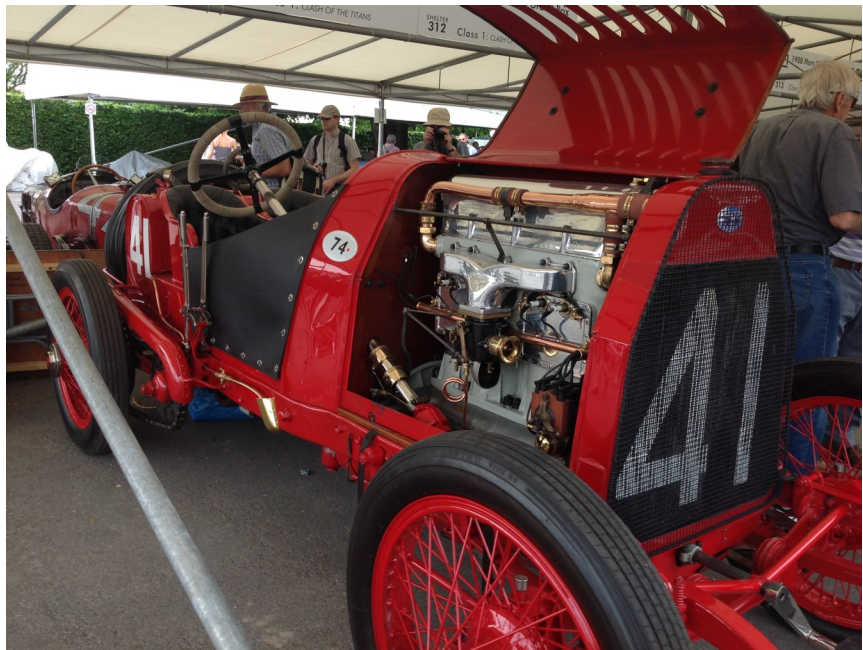
Fiat S74 Grand Prix

Grand Prix racing is full of endings: the end of the turbo era, the end of the 3-litre era, the end of the V8 era etc.

1912 was the end of the unlimited era. Up until then, you could race pretty much what you brought; and if what you brought was a spindly dray with a Zeppelin engine in it, well, that was your problem. In 1912 there was a minimum weight limit of 800 Kg; in 1913 this changed to a minimum weight of 900 Kg – which is a complete change of philosophy.

So the 1911/12 Fiat Grand Prix was itself part of the end of an era. It had a 14-litre four-cylinder engine, with four valves per cylinder; rigid axles at both ends; double chain drive; and pulley-type brakes operating directly on the transmission. (Good luck with that.) The Fiat won the American Grand Prix at Savannah in the hands of David Bruce-Brown – who would also come close to winning the French Grand Prix only to be disqualified. Bruce-Brown and his riding mechanic were both killed in practice for the following year's American Grand Prix (run on a dirt road 4 m wide in places!), which was won by another Fiat S74 driven by Caleb Bragg.

This example, seen at Goodwood last year, belongs now to George Wingard.



Luscious Lancia—Philip Blake

On a trip to Adelaide some time ago I called in at Italspares to visit Luigi Amore, who runs it with his dad, and he showed me this luscious unrestored Lancia: 14000 miles from new, and everything—including the paint and tan leather upholstery—original!



Punting a Motorkhana Punto

This is the Fiat Punto run by Bill Freame of Victoria and his son Paul. Bill is a legendary Fiat engineer who has a very soft spot for Fiat 127s, and successfully ran a motorkhana turbo 127 called White lightning. Paul is the co-driver for Phil Buggee of Bits of Italy in their Fiat 131 tarmac rally car.

Bill bought the Punto – an insurance write-off – on Ebay, and made the successful bid while attending a barbecue at the six-hour relay at Winton!

They fixed it up in five weeks, and started competing immediately. Bill describes it as ‘a great learning tool for newbies.’ They have fitted 13” wheels to help with gearing and centre of gravity, but not much else. Bill says ‘It’s just an 8v petrol poverty model, with drums on the rear.’

The pictures are from the Fiat Nationals at Winton in 2015, and show three different drivers competing in the car: Bill Freame, Paul Freame and Michael McGeorge of NSW.

‘MicMac’ had trouble with his 127, so he was offered a drive in the Punto. Results: Paul 1st, MicMac 2nd, Bill 4th. (Note the three numbers on the side window.)

Phil Buggee also ran it at the



Fiat Nationals in Queensland, and came 2nd. So in three Fiat Nationals it has two seconds and a win in its class. In the recent VMC Rd 5, it had a novice driver who finished 2nd in class

and 2nd novice, and Paul’s wife Ruth, who finished 4th in both class and category.

Not bad for a ‘poverty model’.



Pics by Joe Sammut of Victoria



Baskerville Hillclimb

10 July

Come and Try / 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

From the Editor's email: **Fiat 124 CC parts**

I have parts that were left over from a donor car that I had which I've recently rediscovered when I moved. One of your members (or friends of one of your members) may require pieces to keep one of these beautiful cars on the road.

Unfortunately I had to sell my road car and forgot I had other pieces stored away.

The bits I have are some chrome trim, badgework, door glass, petrol tank, steering box and a short block (complete with a piston still stuck in it ... might be OK) - I'd basically like to see the pieces used. So I'm not necessarily after anything for the pieces - with the exception of the steering box as I believe that it should be in good condition. The car I used as a donor had a seized engine and had been sitting in a paddock rusting away to the point that the panels were basically non-existent. It had fairly low mileage on it from memory - I needed an idler arm and pretty much got the car as a bonus because the farmer wanted to use the land more than he wanted to keep the car.

Anyway I just saw your site and Facebook page and thought I'd ask the question.

Kind Regards,
David Symons
Ph. 0419 306 856

Social gossip

At the splendid feast laid on for us at the Italian Pantry on its new site in Murray Street, some awards were given out. The editor is happy to record that he missed the Wooden Duck by the skin of his teeth, mainly by dobbing in his close friend Geoff Storr. So if you're going to do something daft this year, be assured that Geoff will hear about it; the Duckholder gets to decide who the next holder will be.



This is another motorkhana monster from the Freame stable. It's a motorkhana rail—which Bill tells me needs more revs, higher compression, etc. etc.

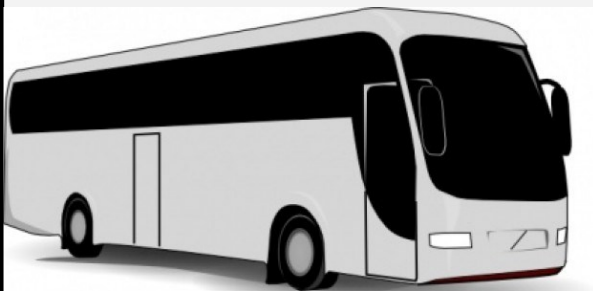
The car weighs just over 300 kg and is mostly built from Fiat 127 bits. It has a turbocharged Fiat 127 engine and uses an electric water pump. The turbo is above the gearbox, attached to the white piping. The stainless exhaust dump pipe is above and behind the radiator.

(On its most recent outing at the end of June in Round 5 of the Victorian Motorkhana Championship, Paul had a bad day, with the car jumping out of reverse a lot.)

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