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Advertising rates

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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, 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

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SELENIA

The mag is a bit late this time, as Christmas has intervened. Seems like not a lot has been happening on the club front. Certainly no-one is telling me about it if there is.

I hear that one of the resolutions at the AGM was that there would be some more social events, which should be fun.

Anyone fancy a test/tune/free rides/barbecue day at Baskerville? We used to do something like this in the days when we were trying to garner money. I remember charging people \$5 for a spin in the Piglet to raise money for buying a share in the circuit. In fact one of the people I took for her first ride around the

track has since become a noted rally navigator in a variety of exotic cars.

Speaking of the Piglet, it is coming closer to being finished. If I hadn't torn a ligament in my back over the Christmas break I would be getting the interior ready for final trimming.

Presidential Patter

The photos of the Italian Aermacchi MB326 were taken at Point Cook RAAF Museum, the 'Macchi' is 50 years old this year and the one in the photos is the first received by the RAAF in 1967. These beautiful aircraft were used by the Roulettes aerobatic team as well as for pilot training until 1999.

On the home front, the black Alfa project is essentially complete. Bodywork by Kerry Quinn included some refabrication and paint-work. Unlike the inboard brake version that I used to drive, this one has a handbrake that works and indicators that work even when the lights are on!

The next project is restoration of daughter Erin's Fiat 850 coupe. The repairs that we did a few years ago have deteriorated, and professional assistance has been sought. K.Q. now has 2 positano Fiat 850 coupes in his shed, just when he thought the end was in sight!

Ciao
Peter



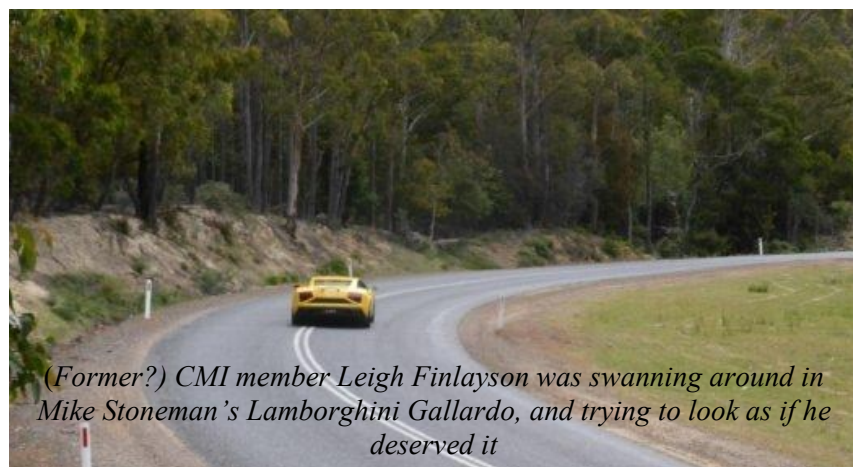
Poatina Mountain Race

Monty Reading and I had an inauspicious (but lucky) start to the Poatina Hillclimb.

We loaded up the Fiat behind Monty's Fiat Scudo van and set off in plenty of time to get there, but just to be safe we stopped several times to check that the car was secure. It seldom was, for reasons we couldn't identify. It seemed to keep moving about on the trailer and getting the tiedowns slack.

And finally the tiedowns stopped going slack. Monty said, 'I can see something flapping.' So we stopped—again—to find that both the main tiedowns had snapped. Nothing was holding the car on except first gear, the handbrake and the transverse tiedowns at the rear. Luckily we had a couple of spare ones.

After arriving at Poatina and unloading the car, we had a



meal and a glass of wine at Cressy (Poatina being a dry town). It's a bit of a drive, but the inner man has to be looked after.

Next morning was documentation and a sighting run; nice to see Andrew and Cameron Kuc at the start line, which had been moved up to the corner before the one where they had their huge accident last year. The course was now just under 8 km, which was interesting and challenging. It had a kilometre or so of closed road leading up to the start, where

everything could be warmed up—a good idea.

The pits were back in Poatina village, so refreshments and food were available all day at the Chalet, and an undercover garage was there for anyone who needed it.

Monty and I drove and navigated alternate runs, and I made the tactical error of suggesting he go first. (Statisticians will realise that this guaranteed he would get more drives if there were an odd number of runs.)

Both of us being old tarmac rally hands, we had very little trouble with cars overtaking us. We



saw them from miles back and moved over to let them go. And as we were probably the slowest up the hill, we had to do so on most runs.

Fastest up the hill was Mike Pritchard's Dodge Viper—about two minutes quicker than we were. His navigator confessed to owning a Fiat 124 Sport while we were having a chat on the start line. (I suggested to Mike that we swap cars for one run, but he didn't seem too keen.)

As well as about six Subarus, there was a good range of older cars: Martin Bulk and Mal Ward in Ford Anglias, Mark Brooks in a Datto 1600, and Adrian Hodgetts in a 240Z. There was also a 1974 Porsche Carrera RS, a number of early Mazda rotaries and a couple of early Skylines. (one of which had the only crash of the day, when it went

backwards at speed into the trees, mercifully without much damage to either crew or car. They were back in the event after some repairs and finished in the top ten!

This is an event I would very much recommend. It gives a taste of tarmac rally-style competition without crippling expense, or you can run as a solo driver. But even Damien Moore (Ford Escort) said he could have done with a navigator.

We tried to shoot some footage but succeeded only in turning the camera off every time we tried to turn it on, and vice versa. So there is plenty of footage of people peering at the camera and saying, 'Yes, it's on.'

The car ran well all day, and Monty agreed that it now handled and stopped better than before; but we were both aware

of it running out of breath a bit on the longer straight pulls.

Job for the holidays, I decided, was to re-jet the carbies for the two-litre engine.

And that work may come sooner than I think. Coming down the hill from the very last run, while Monty was driving, the car went onto two cylinders. It sounds like fuel starvation, so the tops will be coming off the carburettors for a look at the float bowls.

We finished the day, then, as we started it—lucky.



Blakey navigating

Parliament House display



I have enjoyed these in the past and so when asked to organise this event I felt confident it could be done. So, first thing was to check that the lawns had not been booked by others for the date in mind – 26 November. This involved a call to the

Manager of Parliamentary Services, who checks bookings and if appropriate, gives the go-ahead. One then simply needs to fill out the form ‘Application to Use Parliamentary Gardens’, which is accessed on the Web. Official permission then follows

by e-mail.

The big problem is, of course, the weather. It turned out to be fine, but overcast with the threat of some showers. Official forecasts were somewhat bleaker, and so, despite alerting everyone of the event well ahead of



time, including appropriate new car dealers and a flyer on display at Fogarty Automotive, fear of rain deterred many.

Despite this foreboding, enthusiasm for our Italian cars and the opportunity to show them was evidently overwhelming for many: attendance peaked at 22 cars. Alfas and Fiats were very well represented, but sadly, no Lancias. There were some spectacular examples, including three delectable Ferraris (John Tuego, Kevin Arkliss, and Colin Jose) and Dave Dungey's magnificent Maserati, which was much admired.

Three Alfa Romeo GTV 1750s were parked close to each other, but when examined under the



bonnet, remarkable differences were apparent. Each had different carburetors fitted. One had twin Solexes, one had twin Dellortos and the third had twin Webers.

Phil Blake's Targa car attracted much attention when the decibel challenge was flagged, and Barrie Brumby's original of the same Fiat 850 looked superb.

A welcome ring-in was a mainland visitor's brand-new Fiat-Abarth 124 Sport. He was looking for a parking spot and when he saw all the Italian cars, decided to join us.

After much deliberation, the Shannon's Choice Award was awarded to the magnificent and original GTV 1750 of Philip Beattie (who also took all the pics on the day). Well done Philip!

And thanks to all members and non-members who braved the uncertain weather to show their wonderful Italian machinery.

(Ed: A small but hungry crowd gathered at Solo Pasta later the same day for an Italian Christmas dinner, washed down with a few bottles of Italian vino.)



Coming events etc

Waterworks reserve Breakfast/brunch and social drive to follow

Sun 22 Jan—Call Graeme Mitchell 0418 173 102 to book

Ross Auto Classic

12 March 2017

Contact Stuart Benson 0412 868 979

Club member Michael Muldoon recently visited the Gosford Classic Car Museum and was blown away by the quality and quantity of the exhibits. A few of his pics here. To see more, <http://gosfordclassiccarmuseum.com.au/>

Gosford Classic Car Museum



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Simca-Abarth 1300

Just had an email from Tony Castle-Miller of Middle Barton Garage, fount of knowledge and source of everything available for Abarths (and a nice guy and good driver too). We are not the only ones resurrecting hideous rusty heaps. This long-nose Simca-Abarth 1300 is his latest project. Before and after photos below—although he says it's not finished yet. Motor will be a Fiat 1300 twin-cam, as even Tony can't get, or can't afford, the 'correct' Simca-Abarth motor.



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