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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

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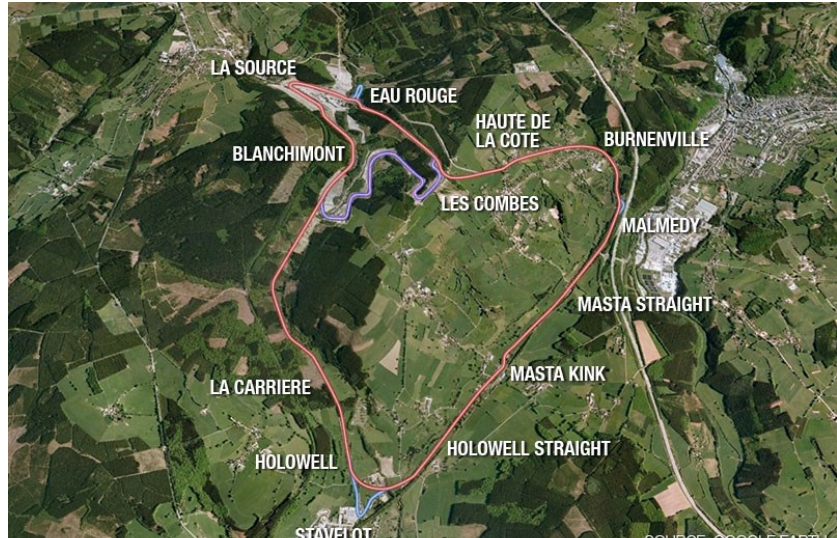
Veloce Nota this month touches on a subject that is dear to my heart—the old racetracks of Europe. The one mentioned in here is the old Spa-Francorchamps circuit. See right for how it relates to the modern one.

The story describes the circuit using one especially legendary lap. And before anyone writes to me pointing out that Jacky Ickx went faster a few years later in a Ferrari—I know that.

A couple of other aspects of the story are close to my heart: the Porsche 917 and the fact that it's *real* road racing. That's why I like tarmac rallying so much, and why I will be very sad if I can't get a co-driver's seat at Targa this year. (I am not entering any more because of the cost. I've done 21, which is probably enough, but I will miss it a lot.)

Chris and Geraldine Edwards have been on the move again, this time to an assignment with several other Maserati Ghiblis.

See you next time.



Presidential Patter

Another basket case appears to have slunk onto the property... hiding among the boats is an Alfa Sprint with almost no rust, no carburetors and a dismantled gearbox in the spare wheel well. This will have to be a quick project, before the enthusiasm wanes. :)

Breakfast at the Waterworks was a delightful affair; thanks so much to Graham and Allan!

Next weekend sees an interesting Navigation social event organised

by our amazing Secretary, David Button. The plan is to meet at Sandy Bay, Classics on the beach and then follow the instructions and finish up at Willie Smiths near Grove on the road to Huonville. Willie's is a great place for lunch, having excellent food and coffee and some really good displays around the big modernised shed; old apple corers, apple sorting trays and a vintage truck, to name a few. *Peter*



Raid on Melbourne

Have you ever been invited to go on a raid? Well, until last year we would have said no and never likely to. I expect, like us, you might be assaulted by images of the drug squad breaking down your door in the early hours of the morning, or a sudden commando or terrorist attack. Or even secret raids on the larder in the middle of the night in search of forbidden culinary delights. Fortunately, as it turns out, the latter was more accurate!



None of our fellow raiders could explain the meaning of the Raid, so it piqued my curiosity to find out. The word raid comes from the old English 'rad', which is a short sharp military expedition into enemy territory. I don't suppose Melbourne could fit the bill??? The term in motoring circles owes its meaning to the French. The Pekin to Paris Race of 1907 is

considered to be first of the great automobile raids. There were no rules other than the first car to Paris would win a magnum of Mumm champagne. The Raid, unlike Rallye Raids, is a non competitive collective car outing with an emphasis on navigation and regularity rather than speed. And we can assure you it is great fun.

November 2016 was the 50th Anniversary of the Maserati Ghibli's unveiling at the Turin Motor Show. This was a great excuse for the Maserati Club of Australia, to celebrate in true Italian style with a weekend of Raids. The emphasis, of course, was not just on the cars but also on food, wine and conviviality. With plenty of opportunities to indulge, there was little respect for calorie counters. How could we resist?

Raid #14 commenced at the Peninsula Link BP. Confronted by parked Porches, Mercedes, XK and E type Jaguars, we did wonder at first if we were in the right place. But no, all was well. There were Maseratis as well. There were 4 Ghiblis in total. We drove in convoy to picturesque Dromana Estate Winery at Tuerong for a substantial morning tea and a good



opportunity to mingle and take photos of the Ghiblis.

Pleasant as it was to share tales and tall stories, lunch in Merrick at Merricks General Wine Store was beckoning. Merricks is a very popular old world blend of wine store, bistro, art gallery and wedding venue. We quickly filled up their private back room and commenced to indulge as the wine flowed. More photos, much talk and before long it was time to make our way back to the city.

Sunday dawned and Raid #15 took us to Wesley College in the city for the annual Alfa Romeo Owners Club Spettacolo which was celebrating the 50th anniversary of the Alfa Romeo Duetto, with a Spider showcase to support the new 4C Spider Coupe. A few of us gathered at Tiamo Italian Cafe in Lygon Street for breakfast before proceeding to the college. The weather was disappointing but nothing spoiled the Raid. An extensive display of Alfas filled the centre of the oval. Other invited Italian marques spread out around the perimeter. The four Ghiblis had now expanded to six plus two doors and a bonnet from another car currently being restored. Two Ghibli Spider conversion owners turned up too, albeit without cars.

It was a rare treat to see a 5000 GT, Tipo 103 series coupe, one of 34 ever produced. At this





time Maserati mainly designed and built racing cars and only had one production road vehicle, the 3500 GT. This new model was to mark their entry into supercar production and arguably became the best grand tourer of its day. It was created in 1958 at the request of the Shah of Persia, who wanted a road-going sports car like the 3500 GT but with racing performance. The new 5000 GT featured the 4.5 litre V8 engine of their 450 racing car in a standard 3500 GT chassis and was given custom coachwork by Touring. In later models, the chassis was strengthened, the V8 engine detuned and enlarged to 4.953 litres, and braking improved by

disc brakes in the front. Standard coachwork was designed by Allemano but bodies were also provided by Monterosa, Ghia, Frua, Pininfarina and Bertone. Among famous owners of the 5000 GT are Giovanni Angnelli, Fiat president, Briggs Cunningham and King Saud of Saudi Arabia.

Among the myriad of Alfas we noted an early Zagato bodied model, a 1923 6 cylinder tourer



which used to carry the mail and passengers between Melbourne and Geelong for the first 15 years of its life, and a Bertone bodied Guilletta Sprint. It was interesting to be able to compare a Pininfarina Fiat Dino two seater Spider with a Fita Dino Bertone Coupe. There was even a 1911 Fiat Tipo 1 Spider. All in all, another great day and well worth the visit.

So, as far as Raids go, we now have two fine notches on our belts and can't wait for the next one.

PS You might like to check out <https://www.youtube.com/watch?v=MPfGIJ-E7aI> on YouTube .



A ride with Pedro

Spa-Francorchamps is one of the world's most famous race-tracks. It is the absolute favourite of every Formula One driver, and there is a reason for that. It is the real thing – a piece of what was once public road, winding, climbing and plunging through Belgium's Ardennes forests. Every corner is different, and at least three are mind-bendingly fast.

The current circuit is no longer public road, and it has an artificial section added in to link up the shortened arms of the original triangle. Although only half the length, it still keeps some of the character of the old 14-km circuit – but it is much safer, and not as fast.

How fast was the old circuit? Let's put it in perspective first.

In 1985, Keke Rosberg got the racing world's attention when he slithered his turbo Williams-Honda around Silverstone at an average speed of 161 mph (259 km/h), which stood for 17 years as the fastest lap speed on any circuit in Formula One until it was broken at Monza (where else?) by Juan-Pablo Montoya.



And yet – 14 years before Rosberg's amazing effort – Pedro Rodriguez set a lap record in a Porsche 917 sports car on the old Spa circuit at an average speed of just over 160 mph (258 km/h). This was substantially faster than the current F1 cars were doing.

Now, to get that in perspective, let's go back 45 years for a ride with Pedro. He's in the car already, in the right-hand seat. (This car was built for clockwise circuits). It's the blue and orange Gulf car, No. 21. It is very small. Team manager John Wyer is giving you a death stare as you approach his missile, and hoping you won't break some-

thing.

First you get down on your hands and knees to climb across half a metre of fibreglass to grovel into the car. Not much room. Get the belts on. Listen to the ear-shattering noise of the 4 ½ litre flat 12 firing up.

'OK?' shouts Pedro. You give him the thumbs-up. He clunks the little gear lever on the far side of the car into first. You feel the clutch slam home, and you're away. It's frightening already.

The 917 does 160 km/h in first gear (it only has four) and over 340 km/h in top.

Eau Rouge/ Raidillon has not changed much since 1971 – a glorious sequence, where you get thrown hard against the seat to right and left, and then go light over the top of the hill and onto the long Kimm straight that leads to Les Combes. Les Combes in 1971 is a fast left-hander leading to an even faster one at Haut de la Cote and then a straight plunge downhill through the trees, at the end of which is the fearsome long, sweeping, downhill right-hander around the village of Burnenville. There is a crossroad in the braking area which unsettles the



car briefly, then Pedro drifts on through using 450 horsepower to steer. The corner goes on forever but tightens a little at the end. In 1960 Chris Bristow and Alan Stacey were killed here in the F1 race, and Stirling Moss broke both his legs when a wheel fell off his Lotus at over 200 km/h.

A twitch to the left and we sweep through Malmedy, another horrifyingly fast right. You notice that the house on the left (there's one on each side of the corner) belongs to a Fiat enthusiast. You also notice that Pedro does not bother with gears much: it's nearly all full throttle in top gear, with a lift here, a touch of the brake there, but only with full use of every centimetre of road and total commitment.

People are sitting in deckchairs close enough to throw their beer on you as you howl past in a blue and orange blast. (In the 21st century this impression of speed is something only available at Kirkmichael on the Isle of Man TT course.)

Now you're onto the Masta straight and Pedro's foot is on the floor. First there is over two km of allegedly straight road, that actually has little kinks and big bumps all the way along it, so the revs are wavering up and down as the car jumps all over the road. For about 25 seconds you try to ignore the houses, fences, walls and trees that are throwing the flat-12 wail back at you as they hurtle past... and concentrate on the Masta Kink. They call it a kink, but it's a left/right 'S' bend. And it is clearly marked 300, 200, 100, so that you would expect people to be braking. But some don't. 'Once or twice in the weekend,'



a driver once said, 'you might go through the Kink flat.'

Does Pedro? It seems like it.

Which means he is doing a speed you don't want to think about (about 280 km/h, or *80 metres per second*). And you can't help noticing there is a large stone house on each side of the road as you flash out of the Kink. Jackie Stewart ended up in the cellar of the left-hand one in 1966. Broken ribs, covered in fuel, trapped for 25 minutes.

Another couple of km with Pedro's foot back on the floor down the straight towards the slight right-hander of Holowell (named after a motorcyclist killed here in 1925). Then he terrifies you by spearing off on a right fork, and drifts through it into the uphill banked right of Stavelot. This was purpose-built in the 1940s to cut out the town of Stavelot, and at the top of the hill it rejoins the old road, throwing the Porsche sideways as it hurtles out onto an even faster section – La Carriere.

You're absolutely in the forests again, and it is like driving down a tunnel as the Porsche shrieks down this series of huge straights linked by sweeping but blind bends. And again you're using all the road, typically

hurtling from a turn-in on the very edge of the bitumen to an apex in the trees that you can't see and then an exit that suddenly appears and you're on another straight.

This goes on and on, faster and faster, until you see Blanchimont approaching. And this one is sharper, and blind too. But it's still just about flat out. The car is dancing on the edge as Pedro drifts through and a few seconds later sets himself up on the left of the road for the approach to the right-hand La Source hairpin – the one slow corner on the circuit.

You think he's missed it. He's still accelerating, and you're looking down the escape road that leads off towards Francorchamps. And then he hits the brakes, you hit the seatbelts, and the engine goes Boom boom BOOM as he pulls it down into that high first gear and throws the car into the corner before the seat slams into your back and you're plunging off down the hill towards Eau Rouge again.

He taps you on the knee. He's shouting something.

'You want go quicker this time?'

Coming events etc

Sunday Social Drive—Sun 5 March Long Beach Sandy Bay

Ross Auto Classic

12 March 2017

Contact Stuart Benson 0412 868 979

Alfesta (National Alfa gathering)

14—17 April, Launceston area

Show and Shine at National Motor Museum Sunday 16 April

Targa Tasmania

24—29 April

Does motor sport make you a better driver?

This is a question asked in a survey by Queensland University of Technology School of Public Health and Social Work senior lecturer Kristi Heesch.

In a study sponsored by the Australian Institute for Motor Sport Safety and RACQ, she has prepared a questionnaire that explores the relationships between motor sport, advanced driver training, and safe driving on the road.

She admits that she doesn't know what the result will be, and that she may be opening a hornet's nest.

I have done the survey, and you can do it by going to <http://www.msn.com/en-au/motoring/>

research/study-asks-does-motorsport-make-you-a-better-driver/ar-AA8ewQ&ocid=spartanntp

(I suggest you go to the web edition of the mag and copy it, or just Google the title of this story.)

I had a few problems with the survey. The questions were sometimes ambiguous, which is going to make the results less reliable. Also, there is driver training and driver training.

Some allegedly advanced driver training courses are all about trying to get yourself out of situations that a decent driver would have avoided in the first

place—and their techniques for doing so are questionable.

Other courses work on your general attitude to safety on the road, and in my experience work better.

So to answer the question at the head of the article—well, that depends on whether you're a Wally or not. *Blakey*



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Waterworks breakfast



Near the end of January a large number of club members and their cars got together for a breakfast barbecue at the Waterworks Reserve.

Organised by Graham Mitchell, the event was magnificently catered, just like the last one at the Springs but possibly even better.

The club took the opportunity to hand out some long membership awards to people who had missed out at the last dinner, and there were lots of happy faces.

Pics: Above: New member Tim Davison contemplates the display. Below: Steve Caplice as President Peter Lowe gives him



his club glass.

Above: 'A bit less negative camber and you might have held it.'



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