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Advertising rates

1/4 page \$7.50 per issue
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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, 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

Sorry the mag is a bit late this month. I have been tearing around the countryside in a Lotus (story inside) and have just got back into magazine mode.

If you think there are a lot of stories by various Blakes in here, you're right. And if you don't like it, there is something you can do about it. Tell us about your car, your adventures,

As we sink into winter you could be forgiven for thinking that outdoor fun with our cars will slide into hibernation accordingly. Well have no fear - your committee is onto it and the events will keep coming!

After two very successful social events already - the CMI Waterworks Breakfast/Brunch in January and then the March Sunday Social Drive to Willie Smith's Apple Shed (see great article further on in this issue) we're following up with a club run to attend the annual *Picnic at Ross* classic car show on Sunday May 21. If you haven't been before, *Picnic at Ross* is one of the biggest and most popular events on the Tassie classic car calendar. We're meeting at 9:00am at Richmond Bakery with a departure time of 10:00am. If you're coming, let me know (davidbrownfive@hotmail.com) so I can save enough space for us all!

This year the committee is keen to increase the number of social events we have on the CMI calendar. To this end, you can look forward to an Economy Run in August

your travels—whatever makes a decent story.

It's a bigger issue than usual because there are a few things to talk about. And there wasn't room for a report on the Australian F1 Grand prix, or for Dave Watson's impressions of Targa Tasmania in his latest car.

Both of these will appear soon.

Watch this space for a report on the Piglet's progress. It is well on the road to recovery.



(Acting) Presidential Patter

and a (probably) Father's Day outing in September - details of both will be forthcoming so keep an eye out for your CMI emails and/or our Facebook posts.

On the more competitive side, CMI is entering three teams (up from two) in the CAMS Club Challenge Hillclimb in June, while Baskerville, Lufra and Domain will go ahead as usual in quick succession after that.

So there's no excuse to put that Italian classic away just because it's getting a bit chilly! There's plenty to do over the next few months and, as a relatively new member, I look forward to meeting more of you at these wonderful

events. I may even start to remember some names!

And finally, if you will allow me some self-indulgence, it's now about twenty-four hours since my 1982 Alfa Romeo GTV 2.0 received its first set of registration papers in about nine years! I've been working on it for about two and half to transform it from teenager's paddock basher to (sort-of) grown-up's passion. I'm sure many of you will be able to relate to that wonderful feeling of the first time you stop to fill up in what is now, officially, a 'real' car!

Cheers,

Tony Ross-McNair



Note from Unique Cars

Hi there,

I thought I'd pop you a quick note regarding some free services we have going for car clubs and their members.

They include:

Event listing in our regularly updated online and magazine calendar;

Entry in our magazine's club listing;

Free [online and print ads](#) for privately-owned cars.

We also run features on individual clubs and events, so we're all ears if you'd like to make use of that opportunity.

Meanwhile we're always on the lookout for good feature cars and restoration stories.

Feel free to contact me any time.

All the best

Guy

Guy Allen

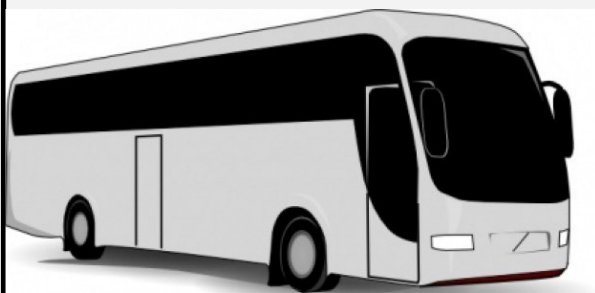
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Welcome to the CAMS Club Challenge

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Competing in Club Challenge Australia is unlike any other event. Clubs enter a team of five with the top three teams taking home a cash prize for their club!

Racing against class records, results are determined by your best time, divided by the record, multiplied by 100 to give a percentage.

The percentages for each team member are then added together and divided by the number of participants per team (5) to determine the overall team percentage.

The team with the lowest percentage at the end of the event will be the Club Challenge Australia winner!

How To Enter

Enter online via the link below.

Entries for the CAMS Club Challenge Australia close 1 week prior to each state scheduled event.

The entry fee will be \$300 per club, payable online.

This includes lunch for all team members.

The team nomination form must be submitted by the team manager for the team entry to be complete.

CLUB ELIGIBILITY

All competing clubs must be current and affiliated members of the Confederation of Australian Motor Sport.

COMPETITOR ELIGIBILITY

Club competitors must be current and financial members of their respective club for 2016 and hold a CAMS Level 2SJ Licence or above. A competitor can only compete for one affiliated club.

Navigation Run

The CMI committee wants to organise more social events to cater for those members who do not benefit from the competition events the club organises. David Button offered to organise a social drive and a start from the Cars on the Beach event held on the first Sunday of each month at Long Beach, Sandy Bay.

After an initial draft of a 100km-long event, new committee member Tony Ross-McNair also contributed to some of the questions to be answered on the route with the intention of making the drive a bit more interesting for the occupants of the cars.

After finishing at Willie Smith's Apple Shed in the Huon we had three crews tied with the lowest loss of points. The club had purchased 3 bottles of Italian wine as prizes.

Two of the three cars were non-Italian so the winner was decided to be the first Italian Car.

Winners were Chris and Geraldine Edwards in their Ferrari.

Not that winning was ever a goal of the organisers...

For the record, second was Warwick and Maree Hughes; third Chris Goodey and Steve Gerrard.

For a personal view of the event, see page 6 and 7.



'A la recherche du temps perdu'

Back in the day, Philip had a 750 and then a 900 SS Ducati (note – Italian bikes) and I used to ride pillion. In those days when you rode pillion there was no intercom. There was no possibility of communication unless you opened your visor, leaned forward over Philip's shoulder and yelled into the breeze. You put on the helmet and sat there, encased in your own world, listening to the noise of the engine (which was delightful but deafening) and thinking your own thoughts. You couldn't talk.

The drive up to Hobart for the CMI Social Drive in the OT 1600 reminded me of my days on the bike. The noise of the engine was deafening. We had an intercom, but the headphones covering your



ears gave you that isolated feeling. You just sat there, silent, and enjoyed the drive.

And this feeling of other-worldliness continued when

our instructions told us that we were going on a drive through Northern Italy. We had to look out for the Col de Turini and the Stelvio Pass! We travelled through Maranello and Verona!

We followed a particular route – not as easy as it seemed when the map wasn't big on detail – and we had to answer questions along the way. This went quite well (if you don't count having to double back for Leslie Vale Road) until question 7, where we had to identify the bird on a mosaic at the Kettering Cricket Ground.

This was a cunning ploy by the organisers to separate the wheat from the chaff and we then dived like gannets into the chaff category. We had no idea!



...I enjoyed the OT



Nevertheless, on we drove, failing again at question 9, but enjoying the drive on a beautiful, still autumn day.

Then we were turning into Willie Smith's Apple Shed in Grove to join up with the rest of the group. Our answers

Although sometimes the OT prevented you from seeing the scenery too!



The slapdash dashboard

were handed in, fellow members eagerly discussed

the most challenging of the questions, and people organised drinks or lunch.

At this point Philip came over all unwell (from car fumes?!) and we decided to head for home. So we missed more socialising and the prize giving, but I got to drive home!

Thank you to all who organised this event. It was just right, and transporting us to Northern Italy was inspirational!



Targa Tasmania 2017

When I declared that I wasn't entering Targa Tasmania this year, but would take a seat beside someone else who was paying the bills, it got a few responses. Some of these fell in a heap, but one (via Roger Richardson) was from Chris Van Wyk, Lotus Cars Australia Brand Manager. He wondered if I would be interested in navigating for him in a Lotus Exige 350S in the Tour.

As no competition ride had come up, I accepted (only to have to knock back a ride in David Ogg's Alfa 105 shortly after).

I saw the car briefly in the showroom when I was in Melbourne. It had 100 km on the clock.

When it arrived for Targa it had not a lot more – 240 altogether, I think.

Our tour leader read everyone the riot act before we started, and said he (in a VW Golf GTi) would not be exceeding 120 km/h, and did not want anyone else dropping back and doing so either. Mind



you, when he got lost on the first day, and the second day, and crashed on the third...

We then got another tour leader, who had a very sensible attitude. When he came to a long straight, or when he caught sight of the last of the Ferrari tour group in the distance, he slowed down to open a gap, and then went for it again. The pace was *very* quick through the twisty stuff.

A word on the car. It weighed about 900 kg, had a Toyota 3.5 litre supercharged V6 (257 kw and 400 Nm), was capable of 300 km/h and went from 0 to 100 km/h in

3.6 seconds.

Pretty quick, then. I had to ask Chris to wait until I had zeroed the counter and got my head back against the headrest before he dropped the hammer, to avoid whiplash.

Chris was a Targa novice, but not a novice driver. He had a lot of experience of gravel rallying in South Africa, and used to run the BMW race team there as well (in which our own Leon Joubert was a driver).

Observations from along the way:

The lunches were a lot better this year, but not everyone





got them. They were all hot meals, and the resultant queues meant that some competitors gave up. New Norfolk had three identical stations, all serving hot roast meat rolls with gravy, and that fixed the queuing. The Ferrari tour was just in front of us, and the Porsche tour in front of them. So there was a symphony at every start.

One thing I noticed about the Lotus drivers was that they could all drive. This did not apply to the Lamborghini

driver who held all of us up through the car park at George Town and for the whole second half of the stage.

The event virtually started with the Sideling, which must have put the wind up people, because the event seemed low on crashes overall. Another classic stage, Palooza, was enlivened by the Ferrari service van's insistence on driving through the stage. I think the Clerk of the Course put a stop to it after that, but he had appar-

ently driven every stage up until then. Admittedly it had race seats fitted and was driven by a racing driver, but it was hardly in the spirit of the thing even if it did have a big prancing horse on the side.

Longley was livened up by a mixup at the pub corner, where someone had lost the forklift keys and as a result the concrete spectator barrier was not in place. Somehow the Porsche and Ferrari tours started, and then had to stop. See pic. Imagine the repair bill if anything had gone wrong(er). Mary, as she was throughout the event, was miraculously on the spot to take pictures!



Ross Auto Classic

The Neil Buckby Jaguar Ross Auto Classic on Sunday 12 March, run by Stuart Benson's Auto Corsa Group, combined a Show and Shine on the Ross Oval with a timed competition that ran mostly over the old Ross Targa Stage (including both railway crossings).

Mary and I took the OT 1600 up, not with any expectation of winning anything, but just to enjoy half a dozen runs over this tricky but interesting round-the-houses course.

It is an ideal setup for a meeting like this, because the course passes on two sides of the oval, and the cars are visible on a couple of other sections as well. There are also drinks and food available, so between runs you can catch up with friends and



First railway crossing—Pic by Garry Griffiths

have a cup of tea or a soft drink. At the end of the day, of course, the bar is open!

Honours for the day were taken by Adam Garwood, and the OT and I were stone motherless sec-

ond last. We did beat an MGB, however.

I had the usual trouble getting the car off the line, but got the knack eventually of releasing the clutch with no throttle at all



A big lose ...Pic by Graham Smedley

Everything about to go dark—Pic by James Griffiths



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and then flooring it once the clutch was home. Sounds easy but is very hard to master for a quick start. We are redesigning the engine mounts in the hope of achieving much quicker getaways.

Strangely, we didn't do our usu-

al trick of achieving our fastest run in the first one or two. After being very consistent for six runs, I decided on the start line for the seventh that this time I would brake later for every corner. Result: 1.3 seconds faster, which is a lifetime on a sprint

like this. That time also included a big lose which I only just caught (see pic) and a broken engine mount after a heavy landing from the railway jump. So maybe I could have gone faster.

An interesting side note on the railway jump:

On the last run, when trying really hard, we flew high and long (see pic above), and on the landing I heard a loud bang and everything went dark. 'Damn', I thought. 'I've blown something in the electrics.'

I hadn't. I had hit the ground with such an impact that my smoked visor had slammed shut ...

Cresting Graveyard Hill—Pic by Garry Griffiths



Coming events etc

Picnic at Ross—Sunday 21 May 2017

CAMS Club Challenge Saturday 3 June

Tasmanian Hillclimb Championship—Baskerville Raceway Sunday 9 July

Picnic at Ross

The annual 'Picnic at Ross' is one of the largest classic car shows on the Tasmanian calendar and this year CMI is going!

<http://www.postvintage.org.au/par/>

On Sunday 21 May we're meeting at The Richmond

Bakery at around 9 am for a leisurely - and hopefully sunny! - breakfast. At 10 am we'll head off together towards Ross for the event. CMI committee member Tony Ross-McNair is staying in Ross on the Saturday night and will be organising space for the

club to park together as a Club display. If you are planning to attend, please let him know via his email (davidbrownfive@hotmail.com).

Should be a wonderful day and we hope to have a fantastic turnout from the club!



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Some Grand Prix pics



More pics and a story in the next issue!

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