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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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Why we love Baskerville Pic by Michelle Griffiths

Veloce Nota is a touch late this month, for which I apologise.

I've been a bit busy doing events and trying to get the Piglet back on the road. It has not been cooperating.

Major event for me in the last two months was the Baskerville Historics. Huge entry, huge crowd and neither huge rainfall nor huge winds. Fabulous weekend. The OT 1600 and I were in a new event called Baskerville Classic Sprints, which works like a regularity event except that it looks (and feels) very like a normal race or a supersprint. Cars are gridded up according to their qualifying times, and those qualifying times serve as a regularity target time.

This was spiced up by the fact

that it rained for one of our heats, and the only way to minimise points loss was to go flat out, so as to go as close as possible to the qualifying time.

The new track surface is magic, and no doubt was largely responsible for me doing my best lap in the OT yet at Baskerville: 1.13. Not great but I'm happy with it and have ordered some decent tyres in the hope of getting a couple more seconds off.

Results are hard to come by, but according to the points score on the CAMS website, Chris Fitzgerald (Mini) and I were joint winners. Whether my maths is right remains to be seen.

Then there was the Domain Hillelimb.

On this, the 15th Anniversary,

we had a very good turnout, with a reasonable number of Italian cars and a horde of willing officials. The weather was very good, there were no serious incidents, and we were able to adjourn to the Italian Club for a



massive dinner and a few glasses of wine to celebrate. As well as the winners on the day, the Club rewarded three Domain Legends: Damien Moore, Bruce Heron and Geoff Storr, who have been the leading attenders of the event. Results at cmitas.org

And a week later we had our annual display, this time combined with both Lancia and Triumph tours. This was ably organised (and written up) by Mike Clark, who has also contributed a piece on the world-famous Prescott Hillclimb in the UK.



Good to see Tristan's 850 back on track

Cost of Ownership

There are a number of things that you need to consider before making your investment—unlike purchasing a share portfolio where there is little you can do, or have to do, to maintain or increase their value.

There are no interim dividends paid to you as with shares. However, there is the big plus of being able to drive and enjoy your investment, which does come at a cost of course.

Garaging, particularly if you have more than one or two classics, needs to be considered. This needs to be not only in a dry and preferably relatively dustproof premises, but security by way of fire, burglar alarms and possibly CCTV should be used. These, days, CCTV can easily be accessed via your smart phone – handy to determine if the security alarm has been triggered and if you need to attend.

Another popular way to store your classics is by way of *stacking them up!* By this I mean by installing a hoist or number of hoists whereby the everyday drivers live underneath your investments. Hoists are also handy for maintenance purposes.

The type of garaging can affect



your insurance cost. There are a few specialist insurers in Australia, with Shannons being one of the most popular. One should carefully compare what is offered, such as: do you get to keep the wreck (whereby you could use the payout to rebuild); is agreed value offered? Do they offer *laid up* insurance (which is useful if you are not intending to drive the car for any reason)?

Then there is maintenance. Older vehicles are a bit like historic houses; they do require some ongoing maintenance if you intend to use them. The level of maintenance depends to a large extent on the condition of the vehicle when you buy it. These days I tend to go for those that someone else has spent all the money on, by way of either excellent maintenance or a full restoration.

If you are able to, carry out at least some of the maintenance yourself, such as general servicing, the handbooks and maintenance instructions that came with older cars without computers or electronics are easy to follow. You are more likely to follow the manufac-

turer's instructions than most of the so-called service garages around who just don't understand older cars.

If you decide to buy a so-called *barn find* or a restoration project, you should, at least, be prepared to occasionally get your hands dirty in the process. As this is an investment and not just a fix-it-up vehicle, I would suggest you become an *owner re-builder*. By this I mean you should seek out the best skilled tradespeople for what you have decided needs to be done. In other words, find the best trimmer, body works, mechanics, etc., and subcontract that part of the work to them.

Always choose carefully, and when considering the quotation for the work, play that off against the end increase in value. We are talking about an investment after all. Penny wise, but pound shy is not a particularly good philosophy when having work carried out on your investment.

One way you can help to keep control of the costs is to source the parts needed yourself from reputable suppliers. Beware

though, not all the parts you buy will be as good as the originals, or even close copies – no matter what the seller might say. Often it will be better to restore the original parts!

Ferrari parts versus Jaguar or Austin Healey parts are based upon volumes, and I think the actual value and rarity of the cars themselves.

In the 15 or so years that we have owned our Dino Ferrari, parts prices have escalated along with the car's value!

The Future

From time to time I am asked what is the future for classic cars. I have even been asked in reference to the future availability of petrol to run them on. Simple answer to all this is that, if there is a need someone will supply. Classic cars have limited use and therefore, if the fuel costs more, so what! In my opinion, petrol is still the cheapest cost in running a car.

With regard to the future value of your investment and who will want it when it comes time to sell, and the thinking that our youth seem only to be interested in *hot* Japanese or European



rockets and show little interest in owning a classic: my answer is simple. Think back to when you were their age. You only owned an older (classic) car if you couldn't afford a new car.

I recall one friend who had a beaten up old MG TC. He is now a most successful barrister with an enviable collection of classics.

Then there are the untapped markets in other parts of the world. Remember that unless your in-

vestment is Australian made, the world is your market place.

I had our Lancia Zagato parked in the street recently. Within minutes there was a crowd of Asian tourists around it taking photos.

There are a lot of cashed up buyers in China just waiting for their government import regulations for older cars to change. There are some indications that this may not be far away. Remember the Japanese investors in the 80s!

In closing, try to always buy with your head and not your heart. Remember to buy quality, not quantity. It is not a case of 'who dies with the most car wins'!

PS

And, as my wife reminds me, don't forget that in order to realise the investment, you have to SELL your precious possessions eventually - SELL, of course, is a four-letter word.



Be careful what you wish for

About a year ago I finally caught up with my 2002 Alfa 147 and I had to decide whether to start spending a lot of time and/or money on the car or replace it with something newer. While still undecided about which way to go I took a tentative look online for possible replacements and of course instantly came across a deal too good to pass up and pulled the trigger. The car I ended up buying was a 2008 Fiat Ritmo Sport. I had always liked the look of this model and after about 25 years of driving Alfas getting back into a Fiat felt right and was a bit of a spiritual homecoming.

The two cars have a lot in common. They are both gorgeous and to my eye are two of the best looking hatchbacks ever made. They both have superb engines – the Alfa's 2 litre Twin-Spark is a bit sweeter and sounds nicer but the Fiat's 1.4 turbo has addictive bottom end surge. The interior designs are both the work of people who appreciate beauty, and are very nice places to be.

It is the differences between the two cars that I have found most interesting, though. The Alfa was a car that was fundamentally right. I remember when I first drove it I immediately felt comfortable and in the seven years I



owned it I often thought about how well it blended aesthetic flair with practicality. The Fiat couldn't be more different and contains many examples of the crazy design features for which Italian cars are (in)famous.

Let me start with the cup-holders—or more accurately the two indents in the centre console that serve less as cup holders and more as a stable launch pad from which to fire beverages at the radio and heater controls. I accept that designing a car must involve many difficult engineering challenges but how hard can it be to make a hole deep enough to hold a drink?

Then there is the clock (circled below). Logically placed between the tachometer and speedometer but presented in such a tiny font that I can barely read it. Having decided that this was not challeng-

ing, the clear plastic covers were then strategically angled to catch any hint of sunlight and make the whole display unreadable. The 147 instruments may have looked less elegant but it was still attractive and the clock (and temperature) was much more readable and visible in all conditions.

The radio controls on the steering wheel are another step backwards from the six-year-old Alfa. On the Alfa these controls switch between preset stations, on the Fiat they just search up and down to the next station. Designers take note - if I have gone to the trouble of entering preset stations it is because I want to listen to them. Sure it is a minor inconvenience but an avoidable one and one that requires me to take my eyes off the road.



Fiat instruments



Alfa instruments



The shape of the dashboard is another thing I can't fathom. It may be the result of the left-hand to right-hand drive conversion or it may be a case of aesthetics winning out over function but the passenger side dash protrudes so far into the seating area that I have to position the passenger seat further back than the driver's seat when I ride in it.

The headlights are the modern

projector type (with updated bulbs) but don't come close to the older reflector units on the 147 for effectiveness. The pedals are so cramped I had to buy new shoes. And so on...

While it may be coming across that I don't like the Fiat, or that it has no nice features, that isn't correct. The Sport button is excellent and totally changes the nature of the car engine from relaxed to eager, it has a good

handling/ride compromise, the ambient lighting looks great at night, the Bluetooth connection is reliable, the voice controls for the phone and music player are surprisingly good, the seats are supportive, the way the seat fabric disperses and reflects light in the same way as silk always looks like a feature from a class above, etc.

The point is that the idiosyncrasies I mentioned earlier take away from the enjoyment of the car. I like the car despite them, not because of them; and this makes me question motoring journalists/light entertainment presenters who often end reviews of Italian cars with statements like 'It's a nice car but where is the craziness you used to get?'. For me the 147 showed you can do style and flair without sacrificing practicality. To the people who bemoan the lack of 'craziness' I simply say 'Be careful what you wish for'.



For those of you unfamiliar with Prescott, it has been a hill climb venue since 1936. It is a 10-acre property situated a mile or so outside the township of Cheltenham in Gloucestershire. As part of the Cotswolds, it is a particularly picturesque part of the UK, famous for its honey-coloured stone cottages and rolling green countryside.

The venue is owned by the Bugatti Owners Club and borders on several privately owned and operating farms that clearly have a further income by allowing parking of visitors' cars when an event is held. This year several of these paddocks were filled by the cars of those that came to watch.

The course comprises 1,127 yards (just over 1 km) of bitumen, a plan of which is shown below. The overall rise from start to finish is about 100 feet. There are almost no straights to allow the speed to build up and the two hairpins are very challenging; the first has no camber whatsoever, with the second (Pardons Hairpin) incorporating a steep 1 in 5 exit.

The venue is particularly attractive and the organisers go out of their way to make the event family-friendly. A single ticket permits entry to all aspects including the pits (called the paddock in the UK). Children were often seen being lifted in and out of some of the cars. There were plenty of food and beverage stalls, tents selling books, automotive art, clothing, spare parts and collectables. A stage was erected, bands played and singers sang. Songs from the

Frank Sinatra, Dean Martin, Elvis Presley, etc period could be heard throughout the day. Dancers performed the Can-Can. And visitors who were more interested in entertaining themselves than watching the event or admiring the cars, danced in front of the stage. Most importantly, the viewing areas were brilliant, allowing unobstructed views of the cars as they ascended the climb. At least 50% of the course was visible from Orchard Corner

(see map).

This year's program was entitled *La Vie en Bleu incorporating La Vita Rossa*, implying emphasis on competition for French and Italian cars. The French were represented by Bugatti (a total of 55 pre-war cars as well as the latest 2.4 million Euro 1,500hp Bugatti Chiron), Alpine Renault, Citroen, Matra and Peugeot. Italian cars included Ferrari, Alfa Romeo and Fiat – a feature of the latter being the 28 litre 1911



The hill climb track and amenities at Prescott



FIAT S76. Also included in the program were the Riley-based ERAs, of which seven examples were present including a very rare 1933 Riley prototype with an ERA engine. Other groups represented included the 500cc racing cars and the Morgan



1961 Ferrari 250 GT SWB Berlinetta (chassis 2735 run by Rob Walker and raced by Moss and Hill)



1930 Morgan three-wheeler – powered by a JAP 980 engine

time of the day was about 47 seconds (the record is around 35 seconds).

Naturally, I took many photos. But I thought it of interest to include some that give you a feel of the place and some of the outstanding cars that were present.

three-wheelers.

Each car rolls up to the start after first warming the tyres with a brief 15-metre burnout. When given the green light the driver releases the brake and clutch and with more wheel-spin accelerates away. The objective is to complete the sprint to the top of the climb in as short a time as is possible. The fastest part of the climb is the initial 300 yards on the approach to the first hairpin as this is relatively flat. After the first hairpin the climb steepens and is its steepest on exiting the second hairpin. The rest of the climb is a constant 1 in 10 climb including the Esses. The fastest



1933 Riley (rare ERA prototype) – supercharged 2 litre 6 cylinder that can reach 100km/h in 4 sec.

Parliament House Display

As I set out from my house in Acton Park at 7:15am I had grave doubts about the weather. Googling 'Hobart Weather' had, as usual, come up with conflicting predictions and, again as usual, the Bureau of Meterology was the least optimistic with 'showers likely'. Even so, being the eternal optimist, I decided to set out with the hood down in my Alfa Giulietta Spider. Not far along Acton Road it started to rain, not convincingly at first, but enough to think about turn-



ing on the wipers. Normally, I would have entered onto the airport expressway and zipped into Hobart, but realizing that areas to pull over for hood erection are downright bloody dangerous on the expressway, I decided to take the old Cambridge Road into town via Tunnel Hill, Mornington, and Rosny. Should the rain worsen, there are ample areas on this road to pull over and put up the hood. However, somebody 'up there' had taken note of my apprehensions and clear weather prevailed –indeed for the whole day.

The old Cambridge Road is also a good road to drive and thus test the '58 Giulietta. I was interested to see how it was per-

forming as a recent bout of poor idling and rough running had led me to remove, thoroughly clean and readjust the carbies. The old sand-cast DCO3 Webers are hard to get off and back and require some fiddling to adjust. However, again, my apprehensions were ill-founded and the car went like a dream.

I arrived at Parliament House gates at 7:35am, thinking that I would have to wait, or at least get out and call the concierge, but no, the gates opened as if by magic and in the distance I could see folk waving me to proceed to the lane that leads down to the lawns. Some of the Triumph TRs were already there. John and Pauline Kay, organisers of the Triumph TR Tasmanian Tour, were fitted out with fluoro Shannons jackets and were already in place to usher in the cars. I positioned the Giulietta in the centre of our allocated space and went to help. By 8:30am nearly all of the Triumphs had arrived. Shortly followed our local CMI cars and gradually the Lancias turned up. Some were seen 'following the leader' and missed the turn in off Murray Street to then circumnavigate Battery Point to finally find their destination.

As many of you would have noticed this year's show was one month earlier than usual. This was brought about by the national Lancia group who were visiting Tasmania in October and were seeking a venue for their display. So Chris Edwards (Tasmanian tour coordinator for the Lancia group) contacted me to



see if we could bring our show earlier by a month and include the 40 or so Lancia vehicles. All agreed that this was a great idea, but a problem emerged when I approached the custodian of the Parliament House lawns. The venue was already booked! After some gentle inquiries from an otherwise non-yielding soul, it turned out to be booked by the National Triumph TR group who with 36 or so cars were also touring Tasmania. Being very



nice folk (and I would like to name David Pearce here), they were very happy to share the venue. So, as those of you who attended would have noticed, we ended up with what turned out to be a magnificent display. Along with some local TRs there were 40 all up in the Triumph group that included the Peerless and a magnificent Swallow Doretti – both of which are relatively rare and use Triumph TR mechanicals.

The Lancia group contained some magnificent cars including the early Lambdas (1922-31), one of the first cars to use



Fulvia Zagato, Flaminia, and Aurelia. It was a magnificent sight to see all these wonderful cars in Tasmania.

Our group of Italian cars to-

talled around 20 and added very significantly to the mix. The four cars from the Ferrari stable were spectacular, as were the cars fresh from competing in last week's Domain hillclimb, still with their racing numbers attached. There were a few cars we seldom see and one in particular was the magnificent Fiat 130. Douglas Blain (the publisher of 'The Automobile') was also in attendance and brought his Fiat 2300.

Overall, this was a magnificent show of cars and attracted a lot of attention from one and all. My thanks to Graham Mitchell for all his help.



the sliding pillar type independent front suspension and a load-bearing unitary body. One of the Lambdas from the UK was fitted with a most unusual upright saloon body and this together with the almost vertical windscreen would have made handling in windy conditions quite interesting. I was to learn, after close inspection, that this car was now fitted with a 1956 Lancia Aurelia engine! One can only wonder why. Other Lancia models present included Aprilia, Appia, Beta, Delta, Fulvia,



Coming events

Christmas seems to be the major coming event...

Poatina Mountain Race—early December

See CAMS and AASA calendars online for other events in Tassie this year

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Vale Phil Westbrook

CMI members may or may not be aware that Phil Westbrook, regular driver of the Tasmanian Motor Sport Safety rescue vehicle and a long-time and very experienced and dedicated CAMS official, died suddenly just before the Domain Hillclimb. On discovering that he had pancreatic cancer, Phil declined treatment and died as he had lived—on his own terms.

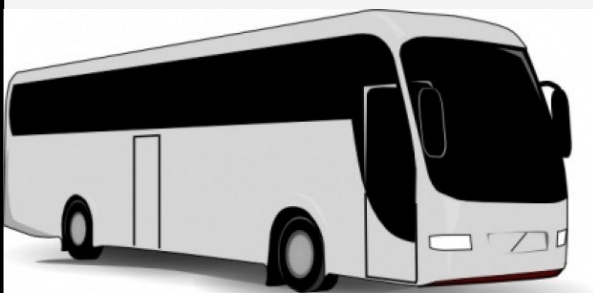
Phil was not noted for his tact, and if you displeased him in his role as a CAMS official you were the first to know about it; but he was ever enthusiastic and completely dedicated to helping others enjoy their motor sport. I last spoke to him on the back straight at Baskerville as he mopped up after an accident at the Historics.

He will be missed, and it was hard seeing the rescue vehicle at the Domain without his grizzled and bespectacled face behind the wheel. For a tribute that shows Phil as you may not know him, go to <https://millingtons.tributes.com.au/tributes/phillip-westbrook/funeral/14901/>



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