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1/4 page \$7.50 per issue
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Full yearly Membership fees:

1 July 2017 to 30 June 2018
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 6.30-8.00 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 6.30 pm on the last 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

While every effort is made to ensure the accuracy of the information, advice and responses in this newsletter, neither Club Motori Italia Inc nor its officers or members accept liability for any loss or damage arising.



CMI Life members:

Norman Henry
Graham Mitchell
David Mitchell
Steve Caplice
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We had a splendid run up the coast to Swansea for the last social drive of the year, at the end of which organiser Graham Mitchell drove my OT 1600 back from Swansea to Orford. His comment, 'The engine's a peach but there are some-funny noises in the back' got me looking at the car on the hoist. The gearbox mounts were both hanging off, which meant the box was sitting on the water pipes!

Speaking of Graham, start off 2018 with a social breakfast at the Springs on Mount Wellington for CMI members! Food served at 10am, possibly followed by a drive afterwards.

Graham Mitchell is again coordinating this great breakfast BBQ. Bring your own plates and cutlery and let Graham know that you are coming by phoning or texting him on 0418 173 102.

So that Graham doesn't end up do-

ing all the cooking and preparation he would appreciate some help with preparation on site before the breakfast.

Interesting cars I have driven in the last couple of months are both German: Dave Watson's Audi for one run at the Poatina Hillclimb—very quick, great handling, great brakes—but a competition gate made changing gear sometimes worrying. If you want fifth from fourth, sixth may spoil your whole day. I was not alone in this; just the worst of the three drivers on the day.

The other was a new BMW M135 3-litre turbo. Very automated ... but 'powerful' is a long way short of describing the snarling beast that is unleashed when you plant the clog in sport mode.

Pic of a Fiat Balilla, taken in Tassie I am fairly sure, was sent by my friend Gary Myers.

Presidential Patter

Buongiorno.

After three years, Peter Lowe and I have traded positions on the committee once more, with Peter stepping down as President (per our constitution, which sets a limit) and me taking the role on once again.

Unfortunately I will miss the first event of the year - but it's great to see such a full calendar of events for the year, both social and motor-sport.

If I look back three years, it's pleasing to see progress. My daily driver car is still German, but a different one to then, and at least it has a manual gearbox (so many are auto).

I have my full motorcycle licence now, and still have my Aprilia scooter. It's been joined by a larger bike... which is not Italian. Oops. It (the larger bike) was a bargain, and

has a lovely, lovely motor. The little Aprilia is still the pick for commuting, however.

The 850 is back on the road, and provided low speed thrills for Peter Lowe and myself at the 15th Domain Hillclimb. We even painted the roof to make it look presentable. It's the slowest car in my fleet, but the most fun by half.

The Urraco is in Ballarat getting the much anticipated rebuild. I took it over via Longford and Cressy more than twelve months ago; progress since has been steady and one of the first things completed is a new mandrel bent exhaust system to replace the horrible restricted mess that was on it and perhaps re-stable a few of the horses that were missing.

The final beast in the stable with recent progress is the V6 Alfetta. A

clutch hydraulic system failure saw it off the road for some time while I assembled parts and time to fit.

Once I got the new master and slave in I could not get the thing to bleed. I spent plenty of time under the back of the car (rear gearbox, remember) and went through several bottles of fluid to no avail. Enter Peter Lowe with a tom thumb pump and a reverse bleeding technique that has me completely converted, as we got it bled up and drivable in about 30 minutes. That called for celebration, which involved driving most of the cars at my house (Alfetta, 850, 2x Germans) and his Sprint over Bonnet Hill to Kingston and back in sequence. Me over, Peter back. The joys of motoring!

Ciao

Tristan

Targa High Country

Hi all,

Some of you know we had the Audi over in Victoria a few weekends ago for the Targa High Country Tarmac Rally. It had become a race against time after destroying the gearbox the previous month in the Snowy River Sprint. Jackson built and installed an improved box on Monday after the last parts arrived and took it for a short drive before loading it up for the trailer trip to Mt Buller, Victoria. It was all on his shoulders as I had already left to conduct reconnaissance for two days before the rally.

We were short of a service crew member and put the hard word on Philip Blake (couldn't get any shorter!). He was keen, and with Mary's permission, joined Jackson and my son Max at the workshop Wednesday morning to head north. Overloaded Amarok, with a tandem trailer and an Audi full to the brim. Philip was to be teamed up with Stuart Lister in a V8 Caprice, complete with onboard movie capacity, so he was told to bring a DVD to pass the time. Courtesy of a very helpful TT Line, we secured a prime spot at the front of the Spirit to enable a first-off unload Thursday morning. We had very little time to make Mansfield, and the TT people helped make it possible. Jackson and the crew arrived at Mansfield just before documentation and scrutineering, unloaded the trailer, and presented the car.



Pinged for only having one extinguisher, as the 4kg fire bomb no longer counts. Quick purchase and my log book returned OK. Once passed we headed for the Mountain to get organised for a start the next day. This was my first chance to drive the car since the previous rally, and although speed limits were in place it was nice to get behind the wheel. Philip and Stuart were in a separate unit, originally next door, but a pipe burst so they were moved to the Twin Towers (I've heard that name before). Turned out the body corporate had shut down all services to the building, leaving the unit freezing until the arrival of additional heaters. The next morning saw a short stage down the mountain, before two high speed stages out to lunch. I noted an unusual but brief misfire on the first stage, but it did not repeat itself. On the second stage the misfire was more

noticeable but did not affect speed. On the third stage it was much more noticeable and began to slightly affect us. It was a misfire only at the high levels of boost and was not initially showing up on the onboard computer as a fault.

Jackson diagnosed the issue as probably connected to new plasma coils fitted to the car for improved performance but believed they were breaking down due to heat or for a racing application (for which they were rated). Philip and Stuart were covering the lunch break, but a cross-country dash got Jackson and Max to their location before our arrival and at the lunch break he replaced them with the standard units. That was the end of misfiring for the rest of the event. The rebuilt and redesigned gearbox was faultless and the high oil temperatures experienced weeks before (130+) were not evident with the additional cool-

ing fitted in Hobart holding oil temp to 110, even on a fairly warm day. What could go wrong!

The last stage of the afternoon was an 18km sprint up Mt Buller. Very steep and very twisty. By half way up I was aware we were quick and performing well. At about that time the coolant boiled in the car. Every gauge went off the scale, including oil temp. The engine was too hot to stop immediately, even with the disco lights showing on the dash, so 2nd gear and slow pace for a km resulted in law and order returning. I was not prepared to resume pace, so we took a 5-minute time loss crawling up the hill to the stage finish. That night Ian and Jackson researched and finally accepted that extreme heat from the turbo was to blame. It seemed the normal stages would be OK but the extra loading up the hill was going to tip it all over. Looked like a slow trip up the hill on Sunday after-

noon.

Saturday had another brilliant blue sky, with four very fast stages again before a street stage in Mansfield. By fast I am talking lots of 5th and 6th gear, high rev stages. Not the usual serving for a Tasmanian used to our events. The car was faultless; however we noted a rapid increase in temp during repeat short bursts of boost, as differing to long applications of boost. This would raise issues for Sunday, with most of the long stages specialising in on-off power in low gears. The street stage in Mansfield was fun; however Ian believed I had taken off one of his outside cameras on a hay bale near the stage end. I knew I had missed it by easily the thickness of a credit card. Relaxed meal at the Delatite Hotel in Mansfield had the discussion centred around overheating. Ian or Jackson raised watering the outside of

the radiator, an opening for some bizarre ideas, along with questions about the legality of such a move. After a few hours of the cars being on display, Philip and Max quickly volunteered to drive the Audi back up the hill, obviously concerned Ian and I needed a rest.

On top of the mountain, the legality issue receded, with Philip and Jackson joining forces to tackle a significant modification without suitable resources. The plan was to replumb the windscreen washer to spray over the radiator, using the existing tubing and jets. The plan was jeopardised when it was found Mr Audi had combined the tubing into a moulded wiring loom. Plan B involved scavenging every bit of tubing available from the Audi and adding bits of cast-off tubing from Jacko's toolbox, finishing with sticky black silicone. As the windscreen jets were found not suitable, an impressive jet was constructed from a piece of 10mm hose and an electrical tie (thank you Philip), worthy of a design award. No switches and/or spare wiring was available so I volunteered to drive and hold the washer lever on as required. Wiring to the wipers was disconnected as the thought of a dry wiper vs the plentiful and suicidal Mansfield bugs was horrible. The first real test of the device was the 47km Jamieson stage. This stage has now become Ian's and my personal choice for greatest Targa stage ever!





More bends, dips and curves than a porn movie, and a couple of good mountains along with corners graded from 1 to 10. Thirty-two pages of stage notes, and everything down to braking, apexes and power exits.

We were very happy with the car until 7km from the finish. Temperatures were rising much faster than we anticipated, requiring one hand on the wheel and another on the washer lever. A quick shuffle changed gear. Plan B was officially given hero status as it worked beautifully, holding the high temps to an acceptable level.

At about 40km we closed in on a 2-litre Escort, and he pulled left and indicated to overtake. As we moved towards him the power steering failed, necessitating an untidy line through a 4R corner.

Two handed steering using muscles I didn't know about got us through to the finish, and still increasing our gap to the Escort. The only positive was the reduced pace let the car cool down and I stopped the watering. (Plus I didn't have a hand free!) I think that issue cost us 30-45 seconds, but we were lucky it happened there.

After the stage I rang Jacko and told him I thought I had boiled the power steering fluid. He promptly replied we did not use power steering fluid as the rack was electric. I had no reply. We stopped with him to allow a computer analysis, only to find a fault code for overheated electrics in steering! Jacko said he had never seen such a fault code before. The rack cooled, we got going and put the issue off to address back home.

The next stage, leading to the

lunch break, was a return to speed, with only a little cooling required, but I felt the gears were not quite right and told Jacko at the meal break. (Notice I was very specific in identifying the problem, as I do like to help the guys.) I did say I thought it could be linkage or selectors but no fault found. On the first stage after lunch I still felt something was wrong, but the car went hard. Our second last stage was the Jamieson return stage, now called Eildon and just a little shorter at 40km. Three gear changes into the stage, disaster. No gears, a mushy gearshift and not even a taxi rank to take us back to the hotel. I must have looked like a CWA lady stirring scone mix as I tried to find any gear, then suddenly it slotted into 4th. By this stage we were coasting into the side of the road, and I thought 4th would help move us to safety. As we moved on, we quickly elected to try to get through further. One car had gone past, and we tackled the stage with what we had. About half way through there was a long straight and we were caught by a Renault before returning to the twisty bits. After he passed, we tucked in behind and ran with him for about 10kms, holding the gap to 70m, and still in 4th. It couldn't last though, and we were presented with a mountain climb with heaps of 2,3 and 4

corners, most forcing us off boost. The Renault disappeared and we concentrated on apex and exit speed, trying to keep above stalling. A brief blast across the top of the mountain put us into control about 15 seconds after the Renault, and had both of us laughing.

Philip and Stuart met us at the bottom of the mountain, with Jacko and Max again doing a long drive to circle around and get ahead of us, quickly identifying a failed linkage or linkage clamp. Jacko made a running repair, leaving us with a warning to shift carefully and slowly, as it could pull out again easily. Onto the last stage of the event, the infamous 18km pass up Mt Buller, and the same stage we boiled on only 2 days before. The only difference was the temperature, as it was now 29 and hotter

than Friday, and Plan B. We approached the 9km mark, one hand driving, water spraying and superb calls from Ian. It was easy to see the car was fantastic, and we were ahead of the earlier times. Temperatures were up but holding, as long as the water lasted. Past the previous overheating location and onto the steepest hardest part of the climb. But, at the top of the hill, and in cooe of the final two corners, the turbo heat finally overcame our carefully crafted design work. Water temp went off the gauge, oil temp through the roof but now there was only one corner left. We attacked, locking up a little into the corner and power understeering to the finish beam. About 70m ahead the officials wanted us to stop, but with the car about to expire it was straight through with shouted excuses

and a 15 min drive around the village in 2nd gear to cool down. Later, we found out our time was 11 minutes exactly, vs 11:07 for one of the better performing Porsche GT3's.

A great night winding down, and back to work the next day. Thanks to Jacko (Jackson Rogers, car builder, engine builder and owner Rennhaus Tas), Ian Cudmore (co-driver, engineer and owner Rennenhaus), Stuart Lister (Victorian Rally Champion, Alpine rally director and a million things in between, plus friend to my wife and I), Max Watson (my 14 y.o. son, who keeps eyeing off the Audi) and finally Philip Blake (much more than just a crew member). Next; motorsport radiator, repair linkages and on to Poatina.



Targa Florio Australia Tribute 2017

A great historic motoring event

The Targa Florio is the world's longest-running significant road racing event. The initial race in 1906 was staged by Vincenzo Florio on a circuit consisting of the most challenging Sicilian mountain and coastal roads. A further 100 editions of this famous race have attracted the cream of the world's sports/racing cars and drivers.

When the Targa Florio organisers decided to license an overseas organisation to conduct a complementary event, a Victorian-based group of Italian motoring and business interests put together an extremely well researched proposal. They secured formal backing from the Victorian Government and the locally based Italian Consulate General—both these parties recognising the potential for this

event to strengthen the already strong ties between the two countries. Against strong competition from historic motoring interests in the United States, the Victorian group secured the right to stage the event.

Officials and volunteers from the Confederation of Australian Motor Sport ensured compliance with national competition and safety rules.

The Staged Route

The event consisted of four stages. Some of southern Victoria's most interesting and challenging coastal, valley and mountain roads were traversed by competitors. A map detailing the route and stages is set out below.

The Competition

In order to sort the relative skills of participants and to ensure they followed the correct

roads, a number of competitive elements were included in each route. These consisted of Time Trials, Regularity Tests and average speed tests, similar to the tests now applied in events such as the Mille Miglia. We were provided with a rally device which greatly assisted these challenges.

Eligible Vehicles

Vehicles in the following categories were eligible to participate in the event:

Group 1: Classic Vehicles Competition: FIA recognised vehicles built 1906 – 76.

Group 2: CAMS recognised vehicles to 1976.

Ferrari Vehicles Trophy Category: post-1976 cars.

Participants and their cars

Most of the entrants drove 60s–70s Italian cars: Alfa Romeos,



Lancias and Ferraris. Porsches were predominantly variations of the classic 356s—appropriate given the marque’s repeated success with competition variants of these cars in the Targa Florio in the 60s and 70s. British sporting cars included a 4.5L Bentley (which would have been a handful), Jaguar 120s and E types, MGs and a Healey which surprised the field. The USA was represented by the unique Tucker and a Mustang.

Overall, the field closely matched manufacturers participating in the 1930–76 Targa Florio series.

A significant proportion of the entrants came from Italy. Most were supported by the Sicilian Targa Florio organisation or sports motoring-related firms including Zagato, who sponsored Giordano Mozzi/Stefania Biacca (the event winners), and were responsible for the two-seater sports-racing body on our Alfa. Mozzi had won the Mille Miglia Retro in 2014 in an Alfa Romeo 6C 1500 SS, the predecessor of our car, and was also successful in a Lancia Lambda.

Other significant participants included the very lively ‘cowboy’ Arturo Merzario, in a 2-litre Alfa Sports, who won the 1972 & 75 Targa Florios and Ms Savina Confaloni in a 356 Porsche who acted as a very animated MC at several of the evening social functions.

Savina’s article on the event appeared in the Roman based *Liberio Quotidiano* on the final day of the event—Sunday 3 December. For those who read Italian or learned Latin at school, a copy is featured on the following page.

Given the outstanding success of

this year’s event, one can anticipate greatly enhanced numbers next year.

Historic Motoring Competition a Lawson family affair!

Both the cars we entered in this event had Targa Florio connections.

1. Alfa Romeo super-charged 6C 1750 SS 1929

The original Calabrian owner purchased it through his local friend and Alfa Team driver Guido D’Ippolito. The car retains its Catanzaro Plate—CZ

1489. It ran in a number of southern Italian motoring events in the late 20s – early 30s, including attendance at the 1930 Targa Florio. It had clocked 8,342 km when taken off the road in 1934.

We became the second owners in 1972 after being advised of the car by Luigi Fusi. At the time we were seeking parts for our ‘Mrs Jones’ 6C 1750-SS, subsequently owned by Di (Davison) Gaze, Terry Forrest and now by former Le Mans winner Vern Schuppan. *(To be continued)*

La Targa Florio sbarca in Australia

Le vecchie auto si sfidano tra i villaggi dei cercatori d'oro

Si chiude oggi nello Stato di Victoria la prima edizione del tributo alla storica corsa siciliana. Tante Alfa, Lancia, Fiat e Ferrari iscritte




LA GARA DI AUTO PIÙ ANTICA AL MONDO
Ottanta le vetture storiche che sono state schierate alla partenza della Targa Florio sul lungomare della Eastern Beach dello Stato di Victoria in Australia dove è già estate: dalla Fiat 501 del 1925, alla Lamborghini Miura del 1968, alla Ferrari Dino 246 GT del 1973

L'ORGANIZZAZIONE
L'organizzazione esecutiva è affidata a Meet Comunicazione e all'australiana Steern. «Un grande progetto di promozione e un modo unico per valorizzare le auto classiche e il nostro made in Italy all'estero», spiega Alessandro Casali, presidente di Meet Comunicazione. Equipaggi australiani ed italiani riuniti per omaggiare una gara che negli anni ha visto sfidarsi sul Circuito delle Madonie i più grandi piloti della storia: da Nuvolari, a Vanz, Villorosi, Taruffi, Moss, Kicks, Vaccarella, Merzario. Proprio Arturo Merzario, vincitore della Targa Florio nel 1972 su Ferrari 312 P, e nel 1975 su Alfa Romeo33, è il portacolori dell'Italia al volante di una Alfa Romeo Duetto del 1967 assieme al Presidente dell'Automobile Club di Palermo - Angelo Pizzuto. «Esportare la Targa Florio nel mondo vuol dire presentare tutto quello che la Sicilia ha di bello da offrire nel panorama internazionale», spiega il presidente dell'ACI di Palermo. Di appassionati di auto storiche nello Stato di Victoria ce ne sono molti, e non è un caso questa era l'area più ricca nei primi decenni del novecento, e le prime macchine si concentrarono e rimasero proprio qui. Con l'Italia poi, Victoria ha un legame particolare, visto che solo nell'area di Melbourne su quattro milioni di abitanti più di 400.000 sono di origine italiana. Il tricolore sventola sul elenco partenti di questo Targa Florio Australian Tribute: sulle tante Alfa Romeo, Lancia e Ferrari iscritte, i nomi degli equipaggi raccontano storie di famiglie arrivate dalla Sicilia, dalla Calabria, dall'Abruzzo e dal Veneto nel dopoguerra. Loro sono nati a Melbourne ma si chiamano Melina Ganci - papà siciliano e mamma umbra - e Daniele Cremasco, con nomi di Bassano del Gruppo Francesca Gulino, figlia di un parrochiano di Enna, e Vincenzo, metà calabrese e metà abruzzese. Su una Ferrari California il toscano Carlo Travaglini, produttore e importatore di vini arrivato in Australia nel 1961, partecipa assieme al pilota di origine calabrese Alfredo Costanzo. «Ci sono così tanti collegamenti storici tra l'Italia e Melbourne che era naturale accogliere la Targa Florio nella città che ospita il Gran Premio di Formula 1 e la MotoGP», spiega Damien De Bohun del Ministero del Turismo e dello Sport, responsabile dei grandi eventi sportivi del paese. Il corteo storico tocca alcuni dei punti più belli di questo Stato e il più bello del continente è dunque il più facile da esplorare: la Great Ocean Road, il Goldfields and Wilson's Promontory, e poi le località balneari, le cantine, i boschi, i villaggi di cercatori d'oro, i centri termali e i porti del Murray. Le cime vulcaniche del You Yangs dominano l'orizzonte, e le vetture arrivano per la prima tappa in quella Geelong che rivaleggiò per anni con Melbourne per la vendita della lana del Western District.

LE AUTO IN GARA
Ottanta le vetture storiche schierate sul lungomare della Eastern Beach dove è già estate: dalla Fiat 501 del 1925, alla Lamborghini Miura del 1968, alla Ferrari Dino 246 GT del 1973. Dal garage di Sydney di Karin e Rory Johnston esce una Jaguar XK120, mentre Gary McMillan, "Bentley Boy", di origine irlandese, porta una imponente Bentley 4.5 del 1928. Si fa notare la Tucker Torpedo del 1918, motore 6 litri da 160 Cv, modello di gusto molto americano prodotto a Chicago in soli 51 esemplari. «Una vettura che ha battuto tutti i record di prezzo», racconta il proprietario Terry Dowell che l'ha comprata per un milione e 700 mila dollari. Dall'Italia arriva il campione Giordano Mozzi, vincitore assieme a Stefania Biacca della Mille Miglia nel 2011 e 2014, e sul primo gradino del podio alla Targa Florio del 2012. La gara prosegue in quattro tappe fra prove cronometrate e di media: da Geelong a Queenscliff, regina dei centri termali, lungo la strada per Anglesea tra piccoli di golf, la Apollo Bay di artisti e pescatori, e la Great Ocean Road con i suoi 200 chilometri di litoranea da percorrere tutti d'un fiato. Quattro giorni di paesaggi d'incanto, con i colori unici della Mornington Peninsula che si allungano sul lato est della Port Phillip Bay e si raggugliano caricando le auto sul ferry a Sorrento, orgogliosa della sua baia e delle sue glicie acque dell'oceano, fino ad arrivare a San Remo. E anche qui con ricordi e suggestioni tutte italiane, la Targa Florio si sente a casa.



My eldest son, John, who last appeared in the pages of Veloce Nota as a toddler carefully inspecting written off Alfasud, is now 12 and more interested in cars than ever. He enjoys car racing computer games and showed some good skills in the real world when we did some go-karting together in the October school holidays. Shortly after the go-karting we received an email from CAMS advertising the “Ricciardo’s Racers” junior driver training program and were disappointed that John was still going to be under the 12 year old age limit when it was being held. We briefly talked about what could have been and agreed to keep an eye out for details of the program in 2018.

Fast forward a few weeks and I was chatting about this with fellow CMI committee members and they informed me that the 500 Car Club was running its own junior driver development

program and that I should give them a call. Long story short I got in contact with the 500 Car Club and by happy coincidence they were running their next event the day after John turned 12. I managed to keep this secret from John until his birthday and took a very excited (if slightly nervous) 12 yr old out to Baskerville on the day of the event. The program is really well thought out and very low pressure on the kids. It focuses on clutch control and some key theory concepts that will help young drivers develop good driving habits. The whole thing is free and the club even provided cars for the kids to use; which was greatly appreciated as my Alfasud has slightly dodgy gearshift linkages and is a bit too low to drive on the grassy area where the driving exercises are held.

If you have a child who is interested in learning to drive a man-

ual car I highly recommend the course. It runs for about 3 hours and can be an end in itself or the first step toward getting your son or daughter into motorsport. The training days are held day before the 500 Car Club’s khanacross events and I look forward to taking John to the next one then going out to the khanacross to see what we need to do so he can enter an event in the future. You can contact daniel.davies@500carclub.com.au for more information.

Robert Madigan

(The next event is on 20 January at Baskerville.)



Monday 30 October 2017

Dear Sporting Clubs

The CAMS Tasmanian State Executive in conjunction with Motorsports Tasmania have recently discussed a proposal to implement a support fund for Chaplains attending motor sport events within our state. The fund would be held by Motorsports Tasmania and would make the presence of the Chaplain at more of our events possible, which in recent times has been proven to be a highly valuable resource.

Chaplains have freely served the motorsport community with low-profile encouragement in good times, and serious support and comfort in times of critical incident and despair. They perform a task that we can't and don't wish to do, and can't afford to finance at every event. Those of you who have witnessed a chaplain's role during and after a serious incident will understand the value and importance of their actions both at events and in the following weeks and/or months that injured or affected CAMS members need some help.

This fund will be regulated by the State Executive with the view to assist Chaplains when and where required.

We are seeking support from our clubs by way of donation of \$200, to get the fund up and running. We would look at reviewing and topping up the fund at the beginning of each calendar year as necessary.

If your club is willing to support this worthy cause, please advise by **Friday 24 November 2017**. Motorsports Tasmania will then invoice the contributing clubs.

Please remember that if you wish to have a chaplain present at any of your upcoming events, please send your request in writing to tas@cams.com.au. Even if your club is not currently in a position to contribute financially, you are still very welcome to make use of this service and the State Executive encourage all clubs to keep it in mind.

Kind regards,

Jenna Clarke
CAMs Tasmania

CMI has decided to donate \$300 for 2018. Anyone who has ever had the pastoral care of a chaplain after an accident or traumatic event will agree this is money well spent.

Coming events 2018

Sun 14 10 am – 1 pm January BBQ breakfast at the Springs

Contact Graham Mitchell 62391080 or 0418 173 102.

(10 year memberships for John Blake, Michael Blake, Tim Filby, Lisa Stanton)

25 February 2018-Festa Italia- North Hobart

Sun 4 March 2018—Supersprint Baskerville

Sun 8 July 2018- Baskerville Hillclimb—State Championship round

Sat 18 August 2018—Lufra Regularity Hillclimb

Sat 20 October 2018—Domain Hillclimb

Sat 24 November 2018—Parliament House Display

For Sale

76 Lancia Beta Coupe – Ideal club car

Now back in running order—many hours of work done. Very little to do.

Ex rally car, CAMS Log book, Targa Tas 2011 (class win), 2012

Mods

Sports steering wheel, Full Roll Cage, Boot battery, front camber adjustment, RX7 four-piston brakes, 1800 motor exc cond, baffled sump, electric fuel pump, spare 2000 motor complete, rare 15x7 wheels - period correct.

Extras

Pair DCOE 40s, 4/2/1 extractors, HUGE quantity of spares **and car trailer**. This light trailer seems made to measure - fits car perfectly - the doors even open over the guards! The coupe is very wide (1.7m) and would normally require a large (heavy) tandem trailer to get enough track room. It tows like a dream - very safe. (Car also autographed by Jim Richards while owned by Philip Blake)

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Which?



The Editor is at a loss to decide which is the more beautiful Ferrari: the 250 LM above or the 330P below. Both quick, both big winners, both mid-engined V12s. Could be the next project...



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