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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.



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SELENIA

There's a lot about Porsches in this month's Veloce Nota, partly because I was sent a story about them by John Lawson of Victoria, and partly because I have just finished competing in Targa Tasmania in one.

Not that this is altogether non-Italian. There is a strong connection between Porsche and the Italian car industry—the Fiat 600 and 850 gearboxes, for example, both being Porsche-designed, and the Alfa Mille Miglia—well, read John's Porsche story and you'll see. Speaking of John's Alfa, it visited me last month, as did Mike Clark in his Riley; so my garden was briefly full of exotica.

Next issue I am hoping to do a Targa special, as quite a number of club members and former members were in the event, and I hope to get some remarks out of them: John Blake, Geoff Storr, Steve Caplice, Gary Lucas, Nicole Bryan, Paul Byrne and Co. I may even get something out of poor old Pat Cullinane and Nathan Hobson, who were a last-minute and very sad withdrawal.



Presidential Patter



Alfasud and an Alfa 155 touring car (plus a few other interesting beasts) waiting in the wings, which may be coming to an event near you soon.

of the time, other than a flat spot at full throttle. This issue turned up by itself many years ago and wasn't really bad enough to warrant further inspection (we don't tend to push it that hard), but now it has magically vanished it's evident it was a lot worse than we thought. Suffice to say the car now performs beautifully, with plenty of torque and a decent turn of pace. That's the polar opposite of the normal Italian tuneup...
Ciao
Tristan

Bongiorno.
A quiet month for me, though not for several club members, with a sizeable Targa attendance once again. New committee member Gary Lucas completed his first event in a Renault Clio; he also has an

I managed to drag the 2300S out of hibernation for Doug Blain to drive, and astonishingly, after a few months of inactivity and gathering dust, it had sorted out a long-standing issue all by itself. Up until recently it ran fine most

Porsche in Ascendancy



Le Mans 1952—Lurani won 1500cc class in an early 356

Porsche has a very proud history in the Targa Florio. A succession of cars derived from the early 356 models were active in European sports car racing – including Le Mans and the Mille Miglia, generally winning their class – from the early fifties.

The success of the 356 was soundly based on similar principles to that of the Lancia Aurelia B20, under development at the same time; excellent handling due to all-independent suspension, balance and comparatively light weight, a wind-cheating coupe profile and durable, reliable

power. However, unlike the B20, the placement of the engine with the transmission at the rear rendered this task somewhat more difficult. As with all effective sports cars the handling and performance were steadily improved.

In 1956 Italian driver Umberto Maglioli scored a decisive outright victory in the Targa Florio, driving a type 550A sports/racing Porsche powered by a 130 bhp four-cam variant of the classic 4-cyl. engine, but placed in front of, rather than behind, the transmission, markedly im-

proving the balance. A similar less powerful engine was used in both the limited series production 550 A and 356A Carrera models. In the following 18 years Porsche came to dominate the event with 10 outright victories. The marque's victory in this year's Tribute is therefore entirely appropriate.

We have always enjoyed driving our 356 and early 911 Porsches. Their handling is remarkably similar to that of our 1938 Alfa Romeo, Mille Miglia Spyder – its superior suspension having been designed under licence by Ferdinand Porsche in 1935. As previously noted, Jano applied these principles to the rear suspension of the early B20s with equal success, in events including the Targa. We will run our rare 911L in a future Targa Florio Australia Tribute.

In a sense in sports/production car racing everything is interconnected; technically driven designers learn from their rivals.



Type 550A at Rouen 1958 Jean Behra



Targa Florio Tribute Winners—Giordano Mossi/Stefano Biacca—1954 Porsche 356 in the wet through the forest

Superior handling and useful torque will win in the hills and valleys.

In the years the Lawsons and the

Websters competed successively in their respective classes in Targa Tasmania, Jim Richards and Barry Oliver dominated the open

class in their Porsches. We always parked beside them at night and attended to servicing.



Long term Targa Tasmania competitors Stewart/Alex Webster in 911-engined 356

What might have been...



The inspiration: Dick Ward's brutal rotary-powered 600

Almost 40 years ago, when I was a regular competitor at club sprints and hill-climbs, I was competing in a light-weighted and modified Fiat 850 sedan, entering it as an under-1300 'Sports Sedan'. With a capacity of around 915cc, I was well behind in power against the Mini Cooper 'S', Corollas and Datsun 1200s that were prominent at that time. To add to the frustration, when it was deemed that there were insufficient entries in under-1300, we were then combined with the under-1600 class and sometimes even into the under-2000cc Sports Sedan class. Give me a break!

An opportunity to consider building a new car presented itself when a tired 600D became available, straight and rust-free, less engine and gearbox. At that time Dick Ward was running his rotary-powered Abarth (600D) and it was a real crowd pleaser/giant killer. Inspiration indeed! However I decided that I would

remain faithful to the Fiat marque and use only a Fiat engine and gearbox in my car.

Wishing to still remain in the under-1300 class, a S/H 128SC engine was purchased and rebuilt with a rev limit of up to 10,000 rpm contemplated for use in extreme circumstances. As all rear-engined cars needed to have the engine remain in the original location, the 128 motor would need to be mounted behind the rear wheels, in line, not cross-ways as in 128's and X1-9's. With the revs available from the short-stroke 1300 engine, an 850 sedan gearbox was considered strong enough and it also had the tallest final drive ratio of the 850 boxes available.

Not wishing to spin the engine backwards, an aluminium adaptor plate was used to mount the gearbox upside-down so it would have four forward gears; this also allowed for the engine to be lowered about 80mm, and thus required a dry sump. As

installed in the 600D, the cam-box cover was slightly above knee level and by mounting the assembly slightly forward, with 128 CV joints and uprights at the wheels, the engine fitted within the silhouette and engine cover, plus the gear change remained the standard 'H' pattern; although the gear lever was modified to shorten all throws. 128 struts were mounted into the rear seat area and rose jointed arms were manufactured with close attention to eliminating bump steer.

The seat was mounted with the driver's left leg and hip brushing the centerline of the chassis, thus requiring the gear lever to be dog-legged to the left to allow reverse selection without breaking the driver's leg! The steering column was changed for a jointed one from a 128 but adapted to the 600 steering box, to avoid spearing the driver in a big accident.

There were many distractions, with a young family, maintaining and competing, building the twin-cam 1438cc powered 850 (that engine also had a dry sump and was spun in reverse, mounted on an 850 sedan gear-box), and then eventually the opportunity arose to take the courageous decision of setting up a piston manufacturing business, where often there were insufficient hours in a day and days in a week to satisfy demand.

Eventually I decided to abandon the 600D project and it was dismantled. The shell was collected by Paul Van der Heyden and taken to Sydney, the engine went into my 128 and many of the special bits I had manufactured were sold to other FCCV members. Imagine what it would have performed like at Winton and at the hill-climbs.

Then an abandoned 127 rolling shell was acquired and plans were formulated to build a new

competition car for club events, but this time in partnership with Phil Buggee and one other member. It needed many things including a full floor, an engine and gearbox. We replaced the floor and built the car in Phil's garage, using a borrowed short motor and gear-box.

It was started just five weeks before 'Dubbo', the then gathering of Fiat clubs for an annual motorkhana. But that is a whole different story.



Final incarnation: Paul Van der Heyden's car

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Targa 'Whale-Tale'



Gover and Blake (Pic: *The Mercury*)

When Ken Gover of Toowoomba asked me to co-drive with him in Targa Tasmania in his 1981 Porsche 911SC, I was happy to oblige.

Happy, and curious to see how the car would perform on Targa roads. Ken is an old Targa hand, having completed seven Targa Tasmanias, including the very first, in a 1950s Lancia Aurelia, and more recently several in a step-front Alfa Romeo 105. He holds a diamond Targa Trophy, and he has never failed to finish a tarmac rally. This last statistic definitely got my attention.

I had some concerns about the handling of the car—which Ken bought not very long ago—so I suggested to him that he take it to a racetrack and if possible to a skidpan to see what it did when he took liberties with it; liberties like backing off or braking in the middle of a corner, or trail braking too far, or

giving it a big burst of throttle when it's not quite ready for it.

After a session at Morgan Park Raceway he rang to tell me that he was delighted with the handling: it tended to understeer if anything, and when provoked would slide in a neutral and predictable way.

He then drove the car all the way from Queensland, and was familiar and comfortable with it by the time he reached my house.

The first day of Targa was an easy one, with Holwell and Kayena first. Within quite a short distance it was apparent why people run Porsches in tarmac rallies: the car was a rocket. Despite having only 150-odd kW, it didn't weigh very much, it had massive brakes and it handled like a dream.

With two stages under our belts, when we rolled up to the start line at George Town we were quietly confident.

I did at one point say between calls as we slid sideways out of a corner, 'You're not over-driving it, are you, Ken?' and he laughed and said, 'No, it's all under control. I'm just trying to get the back end to slide on these low-speed corners to see what it's like—and it's great!'—by which time we were at the next corner.

We finished Day One with a couple of minutes in time penalties, accrued when we went faster than the 97 km/h we were supposed to average on Holwell.

The first stage on Day Two was High Plains, where I had a déjà vu experience, once again seeing a Tour car—a Lamborghini Aventador, no less—off on the

very first corner. A couple of years ago John and I noticed a Tour Porsche off on the same corner. (This corner, by the way, is visible from the startline. As are the successful attempts of others to get through it...)

Day two also finished with a Tour car off, this time 600 metres into the Mt Roland stage. On the first left hairpin, there was what appeared to be the tail end of a Ferrari sticking out of the scrub.

Day three saw us take on the mountain passes of the northeast, with lunch at St Helens followed by the classics of Elephant Pass and Ros-sarden. I could hardly believe how late it was possible to brake into slow corners in the Porsche.

The long fourth day took us to Strahan via many of the classic stages in the event—Cethana, Gunns Plains, Riana, Hellyer Gorge and Rosebery—with a nasty interlude on a gravel-strewn Castra.

After overnighting on the boat in Strahan and enjoying a feed of fish and chips, we had a leisurely start on Day five. But at the start of Mt Arrowsmith the engine died in the queue. Dead coil. I went searching for one along the line of cars, and Greg Cook (911) lent us a spare ... only to break down at the end of Mt Arrowsmith and ask for it back! While swapping coils we noticed that his fan belt had come off due to an oil cap falling in. Hence the poor running. We fixed it and 15 minutes later we were all on our way to Derwent Bridge and very relieved. Mary worked the phones and Tony Gray organised a new coil to replace Cookie's spare.

Down the Channel for the final day, and yet another tour car—this time a tour leader—had crashed, downgrading the Gardners Bay stage.

We finished 17th and the champagne tasted good. It always does, and win or lose, we always have it.



Going...



Gone...



And this is the view of the corner from the startline

Targa snippets from George Town



Clockwise from right: the Byrne/Partridge Alfa GTV 2000 (finished 4th), our own Rodney Belbin, and the Bits of Italy Fiat 131 of Phil Buggee and Paul Freame (finished 14th). Sadly, Nic Prieston and Dylan Braithwaite (131 Abarth Rallye) did not finish.





CMI Baskerville Supersprint - March 4th 2018 - Official Results

Driver	Car	Outright	Class	Run #1	Run #2	Run #3	Run #4	Run #5	Run #6	Run #7	Run #8	Run #9	Run #10	Run #11	Run #12
Liam Hooper	Subaru WRX STi blue 2500T4WD	00:58.21	1 F1	00:59.51	00:59.04	00:59.31	00:58.57	00:58.21	01:19.05	01:07.41	00:59.06	00:58.70			
Allan Van Dulleman	Mitsubishi Starion red 2000T	00:59.83	2 D1	01:01.19	01:01.42	01:01.71	01:00.44	01:00.36	00:59.83	01:00.39	01:00.59	01:00.56	01:01.27		
Scott Wyman	Honda Integra R silver 2000	01:00.84	3 B1	01:05.76	01:03.57	01:01.61	01:03.39	01:01.29	01:07.74	01:02.07	01:02.67	01:02.28	01:00.84	01:03.02	
Hamish Ferguson	RX7 white	01:01.63	4 D2	01:03.35	01:02.73	01:04.63	01:03.05	01:04.34	01:01.92	01:02.25	01:03.22	01:02.36	01:04.25	01:02.92	01:02.86
Omar Hasan	Mazda MX5 silver 1800T	01:01.68	5 D3	01:02.45	01:02.86	01:02.28	01:02.01	01:02.72	01:01.68						
Jay Rapson	Nissan Skyline R32 black 2500T	01:02.62	6 E1	01:04.65	01:03.86	01:03.78	01:04.01	01:03.28	01:03.90	01:03.95	01:06.05	01:03.22	01:02.74	01:03.22	01:02.88
Scott Arthur	Holden Commodore white 5700	01:02.65	7 E2	01:07.83	01:06.46	01:04.12	01:03.41	01:15.47	01:02.89	01:09.68	01:03.13	01:03.65	01:03.58	01:03.89	01:02.78
Stuart Steyn	Mazda RX8 red 2354	01:03.92	8 D4	01:11.94	01:08.32	01:06.66	01:06.34	01:05.04	01:04.26	01:05.18	01:03.93	01:05.09	01:07.31	01:07.64	01:04.05
Max Watson	Audi S3 grey 2000T	01:04.00	9 F2	01:12.82	01:11.83	01:07.80	01:06.64	01:08.19	01:05.25	01:07.03	01:06.22	01:06.33	01:07.32	01:08.33	01:04.21
Chris Wiggins	Custom special silver 3800	01:04.33	10 G1	01:15.53	01:05.73	01:07.06	01:05.08	01:04.33	01:05.97	01:15.46	01:06.28	01:06.90	01:04.93	01:04.97	01:05.32
Ritchie Thimm	Mazda 3 black 2000	01:04.95	11 B2	01:15.23	01:08.00	01:07.33	01:07.35	01:06.67	01:06.61	01:07.27	01:06.42	01:06.67	01:06.56	01:06.24	01:06.34
Ricky Scott	Mazda 323 white 1840T4WD	01:05.09	12 F3	01:07.50	01:06.33	01:05.95	01:06.07	01:07.03	01:05.90	01:07.08	01:05.86	01:06.63	01:05.85	01:05.96	01:05.44
David Bushby	BMW 540i blue 4000	01:05.22	13 D5	01:06.54	01:06.15	01:07.03	01:05.78	01:06.08	01:06.21	01:06.17	01:06.21	01:05.56	01:05.64	01:06.94	01:05.22
Becher Townsend	BMW 635 art 3500	01:05.78	14 D6	01:06.69	01:06.09	01:05.78	01:07.50	01:05.92	01:05.80						
Michael Watt	Mazda 3 MPS silver 2300T	01:06.68	15 E3	01:18.91	01:08.61	01:07.62	01:06.77	01:06.84	01:06.68	01:07.56	01:06.81	01:06.80	01:07.03	01:19.18	01:07.28
Angus Haydon	Nissan Skyline R31 white 3000	01:06.90	16 C1	01:06.92	01:07.58	01:07.36	01:07.20	01:07.05	01:10.57	01:07.43	01:07.02	01:07.62	01:08.30	01:07.03	01:06.90
Simon Lovell	RX7 black	01:07.06	17 D7	01:10.55	01:08.48	01:07.31	01:10.28	01:09.22	01:07.95	01:08.90	01:09.39	01:07.49	01:07.06		
Tony Sutcliffe	Datsun 2000 green	01:07.91	18 B3	01:08.64	01:09.11	01:08.14	01:07.91								
Troy Wood	Ford Falcon silver 4000T	01:08.28	19 E4	01:09.85	01:09.87	01:08.32	01:08.86	01:08.28	01:09.58						
Nic Fabrizio	Peugeot 306 GT16 red 2000	01:09.17	20 B4	01:10.58	01:10.72	01:10.03	01:15.95	01:10.50	01:17.19	01:12.30	01:13.30	01:10.98	01:10.50	01:10.38	01:09.95
Nick Yaxley	Fiat 125 bianco 1750	01:09.94	21 B5 I1	01:13.67	01:11.74	01:12.50	01:11.40	01:11.46	01:11.86	01:11.03	01:10.86	01:12.03	01:11.01	01:11.05	01:11.01
Bruce Heron	Triumph Dolomite yellow 2000	01:10.39	22 B6	01:11.85	01:12.89	01:10.92	01:10.92	01:10.39	01:10.66						
Shaun Kirk	Holden Commodore white 5000	01:10.43	23 E5	01:20.43	01:17.55	01:13.72	01:12.25	01:13.11	01:12.72	01:11.69	01:11.94	01:10.43	01:11.00		
Ian Bridge	Mazda RX2 orange 2616T	01:11.48	24 D8	01:15.54	01:14.20	01:13.09	01:13.26	01:11.57	01:11.48						
Michael Sullivan	A/Healey Sprite blue 1458	01:11.83	25 A1	01:12.64	01:21.28	01:11.83									
Philip Blake	Abarth OT1600 giallo/rosso 2000	01:12.61	26 B7 I2	01:14.36	01:15.01	01:14.69	01:14.04	01:14.41	01:13.80	01:13.26	01:12.61	01:13.00	01:13.67	01:13.81	
Rob Madigan	Alfa Sud rosso 1500	01:13.67	27 A2 I3	01:15.20	01:16.28	01:16.56	01:20.94	01:15.11	01:17.17	01:16.05	01:17.06	01:16.90	01:16.14	01:16.13	01:15.91
Kanan Lockett	Mazda RX7 black 2400R	01:14.24	28 D9	01:20.32	01:21.12	01:17.38	01:17.43	01:15.40	01:14.24	01:14.39	01:16.64				
Tim Davidson	Toyota Corolla white 1600	01:14.41	29 A3	01:17.40	01:17.79	01:17.19	01:15.90	01:15.36	01:18.25	01:15.26	01:16.25	01:15.33	01:16.19	01:14.58	01:14.95
Michelle Fish	Abarth OT1600 giallo/rosso 2000	01:14.78	30 B8 I4	01:19.03	01:17.80	01:14.78	01:15.65								
Craig Wright	Toyota Sprinter red 1600	01:15.00	31 A4	01:17.22	01:15.60	01:16.31	01:16.14	01:16.59	01:16.89	01:17.41	01:15.76	01:15.00	01:15.22	01:15.52	
Rhys Filbee	BMW i3 white electric	01:15.83	32 A5	01:16.24	01:20.08	01:19.98	01:17.64	01:20.75	01:15.83	01:18.97	01:20.98	01:17.51	01:18.50	01:19.18	01:18.59
Peter Lowe	Alfa Sprint nero 1500	01:18.78	33 A6 I5	01:28.80	01:21.33	01:20.94	01:20.05	01:18.78							
Owen Biggs	Ford Falcon yellow/blue 5400	01:19.73	34 E6	01:22.84	01:21.70	01:20.64	01:23.08	01:21.44	01:22.44	01:19.73	01:21.13	01:20.15	01:20.28		
John Hanley	Commodore Gold	01:24.09	35 E7	01:27.11	01:27.25	01:26.00	01:24.84	01:25.04	01:24.09	01:24.09					

Class Winners

- Class A Michael Sullivan
- Class B Scott Wyman
- Class C Angus Haydon
- Class D Allan van Dulleman
- Class E Jay Rapson
- Class F Liam Hooper
- Class G Chris Wiggins
- Class I Nick Yaxley

Awards

Driver of the Day Tim Davidson

Coming events 2018

Sun 27 May CAMS Club Challenge, 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

Lancia Parts wanted

Hi, Luigi in Launceston recommended I contact you about sourcing parts for my 1976 Lancia coupe restoration. I need straight bumpers and possibly a windscreen. If you know of anyone who may be able to help please pass on my phone number if they wish to contact me.

Thanks, David Buttrose 0418479879

STOLEN: KEEP EYES AND EARS PEELED



Need Urgent Help -

**My Race Car 2013 Fiat Abarth 695 Assetto Corse left hand drive , has been STOLEN from Chestnut St Secure Parking In Richmond Melbourne sometime between Monday 23rd April 2018 and 7am 26th April. It is a very unique car if you have seen it or know anything about it please contact me directly or tell a local police station ASAP. The trailer is a brand new Baillie Industries purpose built - registration Y61740 Victorian plates.
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The editor has bought yet another car; although this one will be a very short-term resident.

It's a Fiat 124 CC Coupe, and is a long and rusty way beyond restoration. After I have taken what I want from it—the engine, wheels, rear brakes and steering box—it will be going to the crusher, so if you need any little bits and pieces for a restoration, let me know and I will check whether I have them. Prices will be ludicrously low. The first thing to come out of it is an intact rear window, which you can have for \$20. Lights are mostly OK, as is grille; bumpers are not as rusty as might be expected; steering wheel is OK. Give me a call on 0409803316 or email me at pblake@ozemail.com.au



Who says there's no room in a Fiat 600? Targa Classic winner Graham Copeland and his engineer Micko don't agree! (Now we just have to get them out.)



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