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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.

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](mailto: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  
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**Parafly™**

**SELENIA**

Slightly smaller issue this month after a long run of bumper ones. I haven't been getting so many articles lately. So I have been digging in the archives for material again, robbing the pages of *Motor Racing* from May 1962 for a story on the 'Formidable Ferrari line-

up.' (Students of F1 history will know that it turned out to be more disastrous than formidable, largely due to internal politics.)

The club had a number of members in the Baskerville 1000, and at least one member (me) is in the Poatina Hillclimb.



Buongiorno

To follow on from last Veloce Nota, some very exciting news: the Hobart City Council voted - unanimously - on 21 January to rescind last August's unfavourable amendments to the Domain Summit Master Plan. What does this mean? Put simply, our very small club - supported by over 1800 petitioners - has saved the Domain Hillclimb in a most resounding fashion! So - make sure you block out Sunday 20 October in your diary right now, whether you intend to compete, help or simply cheer us on at the 17th CMI Domain Hillclimb. At the AGM in November, the CMI committee resolved to donate \$2500 to the Baskerville Foundation. This is in keeping with one of the aims of our constitution, which is 'To encourage the participation of members in all forms of motor sport and to co-operate with similar clubs throughout Australia and the world'. The Basker-

ville Foundation is protected by a trust deed which ensures that money donated to the Foundation can only be used for maintenance and upkeep of Baskerville Raceway. One of the major fundraising efforts in recent years has been the resurfacing of the track, and the improvements to the control tower and other amenities have also come about through fundraising. Upcoming projects include significant concrete works to improve the ripple strips around the course, and replacement and extension of armco barriers. At the recent CMI committee meeting on Tuesday 26 February, we presented the cheque to Donald Potter of the Baskerville Foundation. Finally, on Sunday 3 February 3, Rob Madigan, Gary Lucas, Graham Mitchell, Peter Lowe and yours truly completed 221 laps of the Baskerville 1000 on a sweltering day in the sonorous

Presidential Patter

Alfa 75 2.5 V6. You'll read more of this escapade elsewhere, but for me three things resonated. One, the Alfa Romeo Busso V6 has to be the most musical six ever made - and it certainly doesn't lack for punch. Two, Italian air conditioning is truly woeful - a bit like a mouse coughing, except louder and passing less air; we all just about melted in the heat. Three, what was very likely the least prepared car there put on a very good showing (despite finally succumbing to the heat 10 minutes from the end). Thanks to all those who organised this amazing event, to the rest of the team for working together and having fun, and to Bob Sincock for the car! Ciao Tristan

**FREE Fiat 131 1600 still available. Call Blakey on 0409803316.**

**Coming events**

CMI supersprints Baskerville Sat 16 March—Contact Allan Van Dullemen  
 Drive and display at Triabunna 21 April—Contact Blakey  
 Targa Tasmania starts 29 April

## Shitbox Rally 2018

The Shitbox Rally 2018 was held from 19 May to 25 May, travelling from Brisbane to Darwin, via Yaraka, Middleton, Camooweal, Heartbreak Hotel, Mataranka Homestead and finally Darwin – some 3,800 km.

The Shitbox Rally is not a race, rather a challenge to achieve the unthinkable: to drive cars worth just \$1,000 across Australia via some of its most formidable roads, all in the name of charity – The Cancer Council in this case. Our chariot for the event was a Ford EL Falcon Futura Sapphire in blue, for the princely sum of \$300 plus coil pack, leads, fan belt, heater hoses, a quality stop leak, bottom ball joints and full fluids change, and it purred like a kitten.

After a trouble-free run from the Huon Valley to Brisbane, Sally and I arrived in Brisbane the night before the start in time to attend the compulsory briefing and meet fellow competitors.

At the end of the briefing we were teamed up with our Buddy Groups.

With some 250 two-person teams and support crews ( six FWDs with car trailers, all donating their time and equipment). The field is around 600 people strong.

Buddy Groups have five or six teams depending on their skill sets and event experience. Your



Support crew legends



Fuel stop

Buddy Group provides you with help and support throughout the rally and you are known by your buddy group - in our case 'Buddy Group 26'.

**Day 1** The field all congregated at Manheim, the only site in Brisbane large enough to host the 250 cars. Team dress varied from bizarre to outrageous; bad taste ruled the day.

Our Buddy Group cars were a Volvo 240 wagon, Hyundai 2 door, Ford BA wagon, Ford AU sedan, Ford EL sedan, Commodore Wagon, and a Toyota Hilux utility.

Our run for the day was a 575 Km trip through Brisbane on to Mitchell all on sealed roads – pretty much a cruise but provided time to become familiar with using the UHF and getting your head around travelling in a convoy of six cars and traveling with the public.

Arrived at Mitchell around 4pm, set up camp and with a refreshment or two wandered around the camp ground (local sports oval) meeting other competitors and locals.

We were fed and watered by the local Mitchell Football Club and extra locals; most enjoyable end to the first day.

**Day 2** 566 km to Yaraka, 245 km sealed and 321 unsealed, our first experience of bull dust and the only fuel available was at Yaraka – limited to top-ups only. Met our first road train,



Buddy Group 26

which turned out to be about 6 in a row. Impossible to see – just pulled as far off the track as possible and waited for about 45 minutes!

**Day 3** 574 km to Middleton, 70km sealed and 504 unsealed. Middleton consisted of an ageless outback pub and a fuel tanker to provide unlimited supplies of fuel – which in our case was very welcome. As trouble-free and comfortable as the EL was, she did like a drink (much like the crew); 100 litres later (tank and two jerry cans) she was sated.

**Day 4** 587 km to Camooweal, 206 sealed and 381 unsealed. At Easter one of the longtime volunteer support crew, Sean Harman, died tragically in a car crash. The whole field detoured to Mt Isa to pay their respects to Sean's wife Emma. Sean and Emma were loved members of the Shitbox Rally Family and in memory of him all 550 rally participants wore overalls on this day – his signature attire on the rally.

The country town of Camooweal has a population of around 310 people. Campsite was the local horse racing track and they treated us all like royalty.

The work done on some of the vehicles after the day's carnage was nothing short of amazing – or cruel.

A Renault Clio came in on the trailer; it had been driven into an unexpected washout a bit quickly and had collapsed the right-hand strut tower and torn the sump plug out. We rolled the vehicle on its side, wiped down the sump (didn't need to

roughen up the sump as the gravel had accomplished that), and applied some Knead-it. Repaired the RH tower with some welded-in metal, rolled it back on its wheels, filled it with oil, did a rudimentary wheel alignment and sent it on its way.

**Day 5** 567km to Cape Crawford, 355 sealed and 212 unsealed. Crossed the Queensland & Northern Territory border just north of Camooweal.

Buddy Group 26 sustained a bit of damage and a few punctures on this leg.

and only river crossing casualty: AU Falcon trying for a big bow wave, stopped dead, locked solid and pushed out by support vehicle. Put our heads together, decided to pull the plugs, spin motor over for about a minute or two until water and dirt stopped coming out, but first emptied the air box. Replace plugs, start motor and rev to cutout to aid the dirt and crud past the valves. Amazingly completed the rest of the event without a problem, even idled brilliantly and no water in the oil.

**Day 7** Next stop Darwin: pretty tame day although temp around



**Day 6** A big day: 527 km to Mataranka, 122 km sealed and 405 unsealed roads and numerous river crossings (also dress-up day).

Buddy Group 26 had our one

35 degrees and air con not working. 513 km with 411 km on sealed and 102 km on unsealed roads.

The route went past Grove Hill Hotel as the publican was retiring

## Shitbox Rally (Cont.)

and he has been a great supporter of the rally. So to send him off we all called in and had a beer with him.

We noticed a bubble in a tyre at Grove Hill. With 180km to go to Darwin at about 120kph, we thought it prudent to replace it with our last spare.

Most of the cars were auctioned after the event and the proceeds go to the Cancer Council, The Cooganaters EL Falcon sold for \$300 and the total raised by the auction was some \$70,000.

Outright speed and consistency are not paramount to doing the rally but you are traveling 550 km a day, mainly on gravel roads where dust, cattle, wildlife and washouts can upset your average time. So to arrive at each destination in time to set up camp in daylight, your average speed needs to be around 80 to 100 km/h. Couple this with toilet stops, lunch breaks, breakdowns and helping other teams, a good buddy group can make or break the fun and enjoyment of the event.

Driving at 80 to 100 km/h on gravel roads where visibility can be a concern was an interesting issue for all the competitors to get their head around. Driving at



the average speed is no problem with one or two of you on the road at the same time, but travelling with around 250 competitors in groups of six is another issue completely. But it is easily achievable if everyone drives with a big enough gap (around 100 to 150 metres depending on the conditions) to allow visibility even if you can't see the vehicles in front; and travelling at 80 km/h over corrugations is infinitely easier on the car and you than travelling at 40 km/h!

Sensible use of the UHF to alert your buddy group to oncoming traffic, breakdowns and stops etc. all make the average speed possible.

Average speed was always discussed at each morning briefing, and safety warnings were given out. Any team's

indiscretions were publicly advertised and punishment duly hand out with performances on the portable dancing pole.

At the end of the day The Cooganateers, Sally & Bruce, raised \$17000 with the help of groups and friends, and the total raised by the entire Shitbox Rally Competitors came to \$1.92 million, for cancer research by the Cancer Council. Sally and I have had a huge adventure, met a lot of great people, got to travel this great country and seen some truly amazing scenery. The sunsets with no hills in sight will stay with me for a long time. We have been very fortunate to have been able to take part in this venture and would like to thank Club Motori Italia for its assistance.



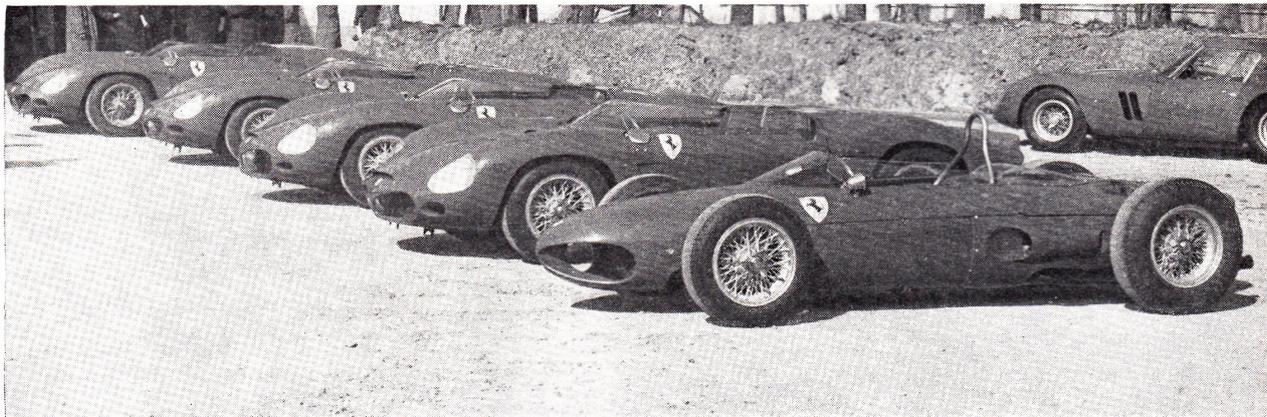
**Two of the guys from our Buddy Group offered me a donation to shave the beard off for the after party: easiest \$1000 I have ever made.**



Above: the Cooganateers

Below: Bruce takes his punishment at the dancing pole like a man





# FORMIDABLE FERRARI LINE-UP FOR 1962

by ALAN BRINTON

ENZO FERRARI may have had a load of internal trouble at Maranello, but this has in no way retarded the development of a new range of racing machinery for 1962.

At his annual Press conference he revealed a whole range of new cars for Formula 1, Sports and GT racing. There was obvious cause for the confident smile on the Commendatore's face as he walked along a long line of gleaming red machines in his factory courtyard.

While so many other manufacturers are struggling to lay one piece of tubing against the next, Ferrari had on show six new cars—a Formula 1, four sports cars and a new lightweight Berlinetta.

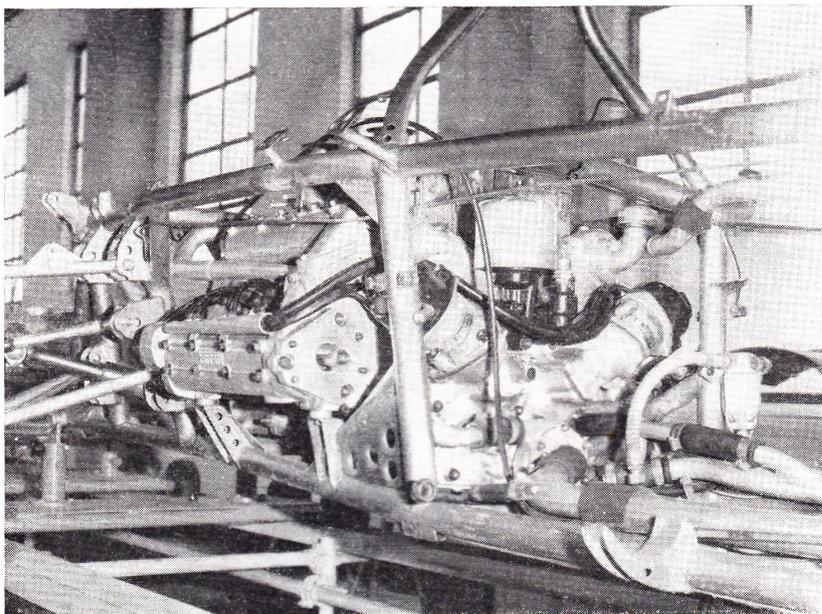
Ferrari has completely reorganised the executive set-up at Maranello, and Tavoni's place as team manager has been taken by Eugenio Dragoni, formerly of Sant Ambroeus. The Commendatore was at pains to stress that Dragoni will have full authority at the circuits. No doubt this was emphasised in order to drive home that Signora Ferrari will not be in the pits acting as the eyes and ears for her husband. (It was this interference which seems to have caused the ructions among the hierarchy last season).

## DRIVER LINE-UP

As with the cars, Ferrari has a full line-up of drivers. His regular Formula 1 team will be headed by world champion Phil Hill, supported by the two young Italians, Giancarlo Baghetti and Lorenzo Bandini. Nominated as chief test driver is Willy Mairesse, who, along with Ricardo Rodriguez and Olivier Gendebien, (who has not retired after all), will be given occasional Formula 1 drives.

Other drivers who have signed with Ferrari are Pedro Rodriguez and Mike Parkes, who will appear in certain sports car events.

Enzo Ferrari made it clear that he will not enter works machines for this season's GT championship, preferring to leave this category in the capable hands of hand-picked customers. As these include Stirling Moss, who will race Berlinettas from either UDT/Laystall or the North American Racing Team, he should be in a very strong position, (and financially better off!)



*Heart of the matter. The new four-valve-per-cylinder unit sits in the sturdy F1 chassis. The rear suspension has an additional transverse arm mounted immediately ahead of the drive shaft. (Ref: 4746/3).*

After considering entering one or two cars at Indianapolis, the Commendatore has now decided to scrap the idea.

Six new Formula 1 machines are being built—two for each of the regular drivers. There will be three fitted with the now considerably modified 120 degree engine, and three using an improved version of the 65 degree unit. The plan is to use the 120 degree engines for the faster circuits such as Spa and Reims, while the 65 degree units will be called upon on the slower courses, such as Monaco, when their greater torque should pay dividends.

Both units have been increased in power, and engines revs have gone up. The 120 degree V6 is now claimed to give 200 horsepower at 10,000 rpm, against the 190 horsepower at 9,500 rpm of last year's engine. The narrower-angle engine now has a claimed 190 horsepower at 9,400 rpm, against the 180 horsepower at 9,000 rpm of the 1961 design.

The most radical change on the 120 degree unit is the use of a new four-valve-per-cylinder arrangement, in order to improve the breathing, and the oil scavenging has been improved with the aid of a new pump driven from the back of

**Left:** Impressive array in the Ferrari courtyard—new F1, four different engine versions of the sports model, and, behind, a lightweight Berlinetta. (Ref: 4743/24).

each exhaust camshaft. (It will be recalled that two 120 degree engines failed at high revs during the French Grand Prix last year). The inlet 'trumpets' to the two triple-choke Weber carburettors have been considerably truncated compared with last year.

The cylinder dimensions of the 65 degree engine have been changed. Last year it had the same 73 mm bore and 58.8 mm stroke as the 120 degree unit. Now it has a 67 mm bore and 70 mm stroke—for greater torque.

The main chassis change is to be found in the new six-speed transmission. On the 120 degree cars, which have a wheelbase a little over an inch longer than the 65 degree machines, the new gearbox is mounted ahead of the final drive unit, although the small diameter multi-plate clutch is retained at the extreme rear.

A six-speed transmission is also featured on the 65 degree cars, but this is a development of last year's five-speed unit and is still mounted behind the back axle.

Detail suspension modifications at the rear include a general 'beefing up' with an additional transverse arm mounted at hub height immediately ahead of the drive shaft. The coil-springs and Koni damper units are now angled a further ten degrees from the vertical.

The introduction by Dunlop's late last season of a 6.50 tread on a 15 inch wheel has allowed Ferrari to adopt these as standard wear on the rear.

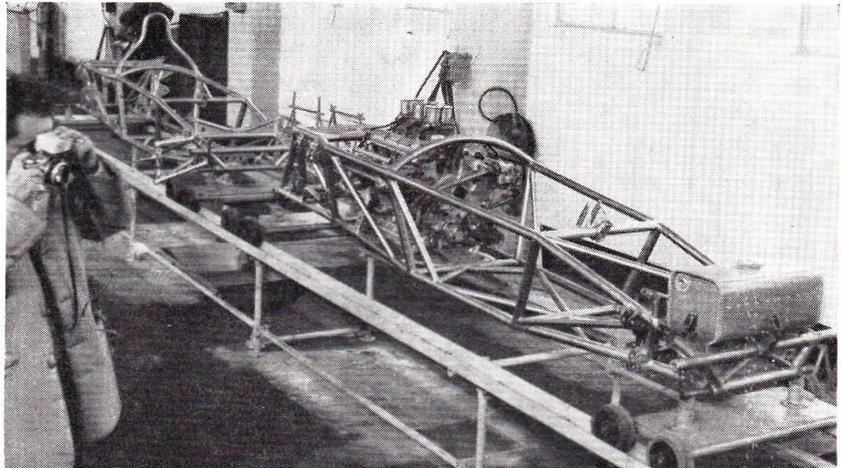
The whole body now sits much lower on the chassis, which makes the roll bar appear far more prominent. The 120 degree machines have a new air scoop let into the rear side panels, but otherwise the general 'shark line' is virtually unchanged.

It is obvious that despite the new GT championship, Enzo Ferrari is still far more interested in racing sports cars. On show were four variations on a basic rear-engine theme, one having last year's well-tryed Dino V6 2,417 cc unit, but all three other engines being new.

There is the 196 SP—a 60 degree V6, with 77 mm bore and 71 mm stroke, giving a displacement of 1,983 cc, and a power output of 210 horsepower at 7,500 rpm on a compression ratio of 9.8 to 1.

The new 3 litre version of the Dino unit, called the 286 SP, has a 90 mm bore and 75 mm stroke, giving 2,862 cc, and an output of 260 horsepower at 6,800 rpm on a 9.5 to 1 compression.

**Below:** Must be quite a job removing the 120 degree engine from the chassis! It will be seen that the six-speed gearbox is mounted ahead of the final drive unit. (Ref: 4742/29).

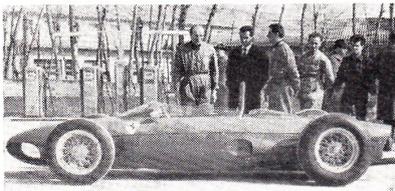


Two Formula 1 machines on the line. In front is a 65 degree-engined version, and behind one to take the wider angle unit. It will be noted that the 65 degree-engined design has extra bracing alongside the engine compartment, and a further tube at each side of the cockpit. (Ref: 4746/10).

Of greatest interest is the third new unit, a 60 degree V8, with 77 mm bore and 66 mm stroke, giving a capacity of 2,458 cc, and a claimed output of 250 horsepower at 7,400 rpm on a compression of 9.8 to 1. The general belief is that this unit may well form the basis for a new GT engine for 1963, and certainly Enzo Ferrari looked like a child with a shiny new toy as he showed its points! If Ferrari sends cars to Le Mans—and there is some doubt about this, because he is annoyed with the 4 litre prototype ruling—then this V8 has an obvious place there.

The new Ferrari sports cars are based on a wider version of the Formula 1 chassis frame, as used on the 65 degree cars. All will feature last year's five-speed gearbox, mounted behind

Bandini, (in dark coat), talks to Ferrari mechanics alongside the new F1 car, which is lower than last year, and has neat air scoops ahead of the rear wheels. (Ref: 4742/34).



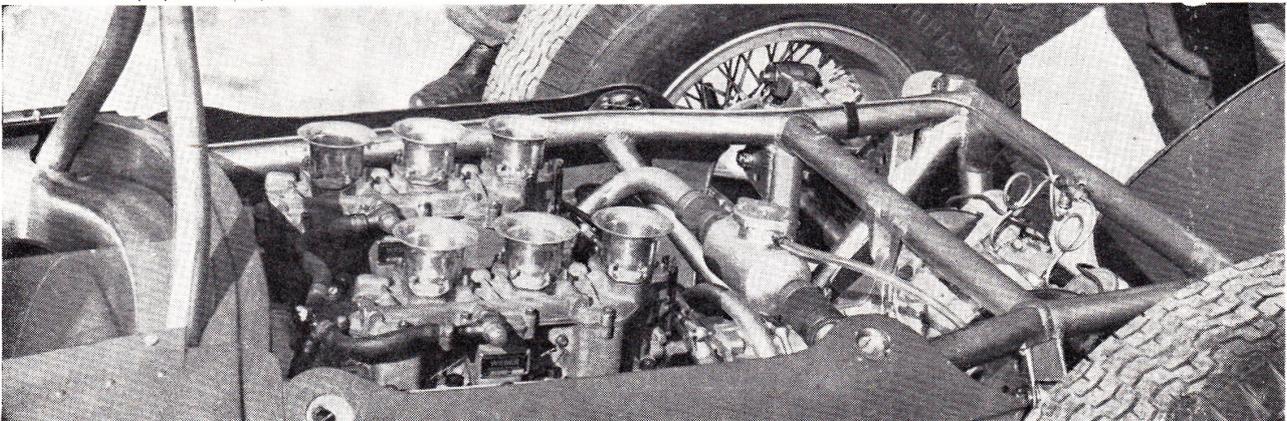
the final drive. The Dunlop disc brakes are mounted inboard at the rear, as on the F1 cars.

Though following the general line established by last year's 2½ litre Dino, the new sports cars have been considerably lowered and cleaned up. The only quick way of identifying the V8 sports car from the others is by the re-designed facia, incorporating a high-mounted, cowled rev counter behind the steering wheel. The cooling air intakes for engine and rear brakes are now neatly smoothed into the body sides just behind the driver.

Mechanically, the redoubtable 3 litre V12 Berlinetta is little changed for 1962, although the output is now 300 horsepower at 7,400 rpm. Performance, however, is likely to be considerably enhanced by the new light-alloy body by Fatuzzi, which has reduced the car's weight as well as improving penetration.

The new model will be easily recognisable from 1961 cars by a much lower bonnet line with a longer nose, and a sharply cut off tail section. Large rectangular air-extraction slats are let into the body side panels behind the wheels.

The presentation of the Ferrari 'collection', several weeks before the start of the European International season, suggests that once again the Commendatore is at least one jump ahead of the opposition. The coming months will tell whether the abounding confidence which he showed in his new products at the Maranello conference was justified.



## Annual brunch/barbecue

Held at the Waterworks Reserve, the annual brunch/barbecue was the usual culinary and organisational tour de force by Graham Mitchell and Allan Van Dullemen, with help along the way from other club stalwarts. Allan sent these pics of the day and some of the attending exotica (including Erin getting a tour of the Hambulance).

Alfa Romeo, Fiat and Ferrari were all represented, although we were a bit light on in the Lamborghini and Abarth departments.

There was a good turnout of members, who enjoyed a staggering array of salads and hot stuff as well as the cocktail of unlikely yarns, wishful

thinking, mistaken impressions and outright lies that are part of the great conversational tradition of Club Motori Italia. The beer and wine flowed, though not *too* freely as all the exotica had to be driven safely home again.



Noticed this picture (Van Lennep/Muller Porsche 911 RSR winning Targa Florio 1973) in the Goodwood Festival of Speed program from 2015. It's actually referring to a Porsche celebration—but check out the Fiats in the garden behind! And that's just one random house. (Also note the litter. Targa Tasmania spectators are better behaved than that, aren't they?)



## Baskerville 1000

### Baskerville 1000 Report

A 1987 Alfa 75, a 30-degree plus day and six hours of hard driving – what could possibly go wrong? A lot less than you might think but I'll cover that later. If you don't know about the Baskerville 1000, the basic premise was for teams of between three and six people to get a car for less than \$1000 and do a six-hour regularity. Quite a few CMI members were entered in a variety of different cars but Peter Lowe, Gary Lucas, Tristan Roberts, Graham Mitchell and I went the whole hog and entered an Italian car.

Getting the 75 to the starting line was a challenge but it was also a rewarding part of the overall event. There were plenty of ups and downs during the preparation process – a difficult tow was balanced out by a relatively easy fix to the ignition system; a great sounding and strong 2.5 litre V6 revealed brake problems – but we enjoyed working together on the car and felt no small amount of pride getting it to the track for the first practice day. Cold weather, a wet track, 185/65 14



tyres and non-operational rear brakes made for a very memorable practice day and we walked away knowing a lot more about the event and what we needed to do to really get the car ready. On a personal level I came away unsure whether I wanted to see the event through. The 75 felt very different to anything else I had driven and a lot of other teams seemed to be pushing an awful lot harder than I was expecting.

With a few months between the practice day and the event our

final preparations naturally occurred in the last few weekends. (To be fair this was more due to the difficulty of finding days we were all available and slow parts deliveries than to procrastination.) In keeping with the spirit of the event we agreed not to spend a lot on the car and our final preparations really just involved removing as much weight as possible, replacing the brake lines and bleeding, re-bleeding and re-re-bleeding the rear brakes. We were generally happy with the car but were disappointed we didn't get a chance to spray it red and put on the DTM replica stickers. We would also have liked to have bigger wheels and tyres. (If anyone has a set of Alfa 5 stud 15s or 16s they are willing to part with for less than they are worth please let me know.)

This brings us back nicely to the 30-degree plus day of the Baskerville 1000. I am frequently surprised at what road cars can do on a track but this event really amazed me. During the morning practice session a lot of teams were driving their cars at ten tenths and I honestly



thought they would last about two hours. In reality most of them survived the event. We nominated a comparatively slow time with longevity in mind but to be perfectly honest I don't think I could have got around the track much quicker anyway. We were well prepared with a pit board but hitting the target time was a lot more difficult than anticipated. As one of the slower cars on the circuit we were under near-constant challenge from other cars and it was really difficult to get into a routine. The car went like a train and with its modified exhaust system (our one indulgence) it sounded great. Unfortunately with just 15 minutes left to go the cooling system boiled over. We were more disappointed for the car than for ourselves as the 75 had done more than could reasonably be expected of it and deserved to finish.

All in all it was a great experience. As it turned out the driving itself was only a small part of the overall experience with the camaraderie in the team making up the most memorable part of the event for me.

*Your editor was also in a car, with Damien Moore and Garry Griffiths. The car that chose us was a Mitsubishi 380, but it still carried the club emblem.*

*Pics here show a driver change and the car pulling out of the pits. It was fast and safe but it didn't handle well on the limit.*

*I thought it was like taking a fat old lady downhill skiing...she didn't like it much!*



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## Clubman of the Year /Champion Awards

At its most recent meeting the CMI organising committee made the decision to overhaul and bring back the Clubman\* of the Year and Club Champion awards. Full details will follow in a future edition of the magazine but here are the key details

The Clubman of the Year Award will recognise participation in club activities. Points will be awarded for attending social events, participating in motorsport events, submitting articles to *Veloce Nota*, and introducing new members to the club. Extra points will be earned for helping run events.

The Club Champion awards will recognise participation and success in motorsport events. There will be an Italian and non-Italian car award. The points system aims to reward participation rather than just success and remove the need for engine capacity-based classes. Points will be awarded as follows:

Compete in CMI motorsport event without placing in top three in class – 3 points

Compete in CMI motorsport event and get third in class – 4 points

Compete in CMI motorsport event and get second in class – 5 points

Compete in CMI motorsport event and get first in class – 6 points

Drivers who enter an Italian car in non-CMI events will earn additional points as one of the stated aims of the club is to encourage participation in motorsport in Italian cars.

Please send any feedback to the committee [clubmotoritalia@gmail.com](mailto:clubmotoritalia@gmail.com)

\* We will try to come up with a more inclusive term. Please send through any suggestions

## Tailpiece

Have a look at the pic of the Ferrari basket case on the back of a tow truck below. Close study will reveal something startling about it! (*Pic from Veloce Today*)



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