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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**

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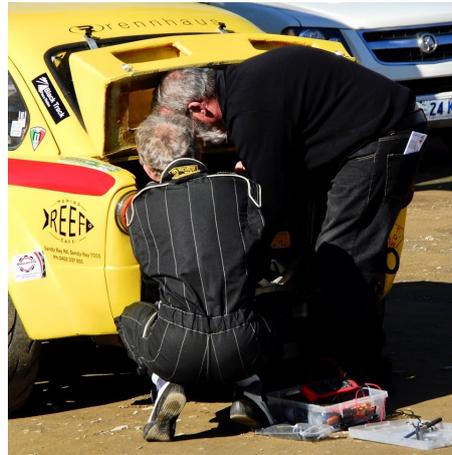


Rob Madigan has asked me to advise that **membership renewals are due!** If you haven't renewed, this will be your last magazine. If you have paid and don't have a card yet, remind Rob on

robert.m.madigan@gmail.com and he will put it right.

The editor has just been soldering the unsolderable—reconnecting alternator diodes that shook themselves loose at

Lufra Hillclimb and caused the battery to be intermittently fully



charged and fully discharged! It would die on the way up the hill for want of charge, then turn over and fire up in the carpark after being towed back there. This was a mystery to both Steve and me, but eventually it ran properly—for no good reason...

This mag has another chapter of Bill Freame's epic about piston rings, and a run-down by Pat and Nathan's service crew on Targa this year.

## Presidential Patter

We're on the home stretch for motorsport events, with the Baskerville Hillclimb and the Lufra Regularity Hillclimb having now been run, with only the Domain to run in 2019.

This year's Lufra was once again a resounding success, with the largest field yet, and magnificent weather. In the time since our last event the hotel has a new manager, Rob Scott, who was a massive part of the event's success. Rob joins a number of other key local supporters, including Roger Self who continues to supply the shuttle bus and organise Rotary volunteer marshals and Steve Scott, who lets us use his lovely house and gardens at the finish line. We are also very for-

tunate to have a number of other supporters turn out to help with all the official duties on the day; these are made up of club members, local enthusiasts and support crews for competitors. Congratulations must be extended to Casey Price for winning a second time, drawing upon her equestrian and musical interests to derive a good tempo, and to Enrico Fidanza, who managed to significantly improve on his results from his first attempt last year to be within striking distance of first place this year. Other notable results included Phillip Tompson who entered twice and managed both 4th AND 6th place outright, and his friend David Capponi who caught

the Spirit across from Melbourne to compete in his lovely Maserati (and who then placed 5th). We're already looking forward to next year's event - tentatively scheduled for 15 August 2020.

Don't forget the Domain on Sunday 20 October - it's now less than two months away, so will be upon us very quickly! Entry forms will shortly be published - please head to our website or Facebook for further information. We're hoping to do something a little special to celebrate the salvation of the event - more details to come on that.

Ciao  
Tristan

### Coming events

Baskerville Historics 19–22 September  
Barrington Hillclimb 5 October  
Domain Hillclimb 20 October  
Legerwood Hillclimb 27 October

Targa Tasmania takes place over six gruelling competition days, with teams travelling more than 2,000 kilometres. Now in its 28th year, Targa involves professional race drivers, celebrities and rookies competing for a Targa Trophy. Drivers need more than skill in this tough competition and a good service team is worth its weight in gold.

This being my first Targa, I was fortunate to be part of Lexus Technical Advisor Nate Pullos's crew. We looked after Hobart local and rookie entrant Pat Cullinane and navigator Nathan Hobson, ensuring their car was ready to race each day. Both had been racing for years but never competed in rallies.

Our journey started in a single car garage in Hobart. We met with Pat just days before the event, to give his car a once-over.

The car, a 1990 Toyota MR2 Turbo, started life as a standard 163kw road car in Japan. During the early 2000s it was imported to Australia and, after several rallies and one big crash, it was sold to Pat in 2012. Dreams of competing in Targa Tasmania drove Pat to modify the engine, brakes and roll cage. The once mild mid-engine sports car now produces 300kW—almost double its original power.

Before the rally, we thoroughly inspected the car. Tasmania is notorious for its fickle weather, changing road conditions and extremes of elevation so no nut or bolt was left unchecked and every hose was tightened. This



treacherous event tests both man and machine so there is no room for error.

After two days working on the MR2 we headed to the Launceston Silverdome for scrutineering. Pat and our navigator enjoyed the 'luxury' of driving the MR2 to Launceston followed by our Volvo XC90 packed to the roof with tools, service items and even a gearbox.

Scrutineering was trouble-free and soon after our attention was diverted to the array of cars. Targa had something for everyone, from 1920s GMCs to the current year's production cars.

Our 'service centre' for the next three days was our accommodation, a local house with ample room to work on cars. After settling in, our first task was logistics. In most races you're racing against other cars or setting lap times but Targa's different, your total time is key.

Each day teams raced against the clock over six competition stages. Competition stages were linked by touring stages which took place on public roads with

speed limits. On the touring stages cars were given enough time to travel to the next start point without speeding. This may seem easy enough but, if your car needed fuel or repairs, the servicing crews had to work fast to avoid late penalties or run the risk of constantly chasing, or being chased, by other cars during the competition stages.

The next challenge was service time. When Pat and Nathan's race stopped, our race as pit crew began. At the end of each day we had 60 minutes to service the car before returning it to the highly secure lockup for the night.

What needed to be done in those 60 minutes? Everything from brakes and spark plugs to fluids and suspension. We in-





spected, serviced or replaced parts daily. If nothing went wrong, we would have just enough time to finish the service, but of course nothing is easy in Targa and we hit tuning issues on day one. The engine was running poorly and pace was slowing so we had no choice but to take a penalty and keep the car out overnight to find a local tuner to fix our issue.

With the car running well our confidence built over the next few days. The weather, however, had other ideas. Heavy rain rolled through on day three. For the service crew, this meant little more than getting wet at stops, but it was a terrifying learning experience for Pat and Nathan. Driving fast in the rain does not come naturally and, with no electronic driving aids such as anti-lock brakes or traction control, every input had to be precise as steep drop-offs and trees were just metres away.

Pace increased despite the horrible conditions. The rain took several competitors out of the race and others were plagued by mechanical issues.

On day four we crossed Cradle Mountain and stages grew in length, by nearly 60km. Road closures forced our service routes through logging roads that seemed to go on forever. Often the drive was so long we'd only arrive at the service point minutes before the car. To make matters worse, we had no real service location at the day's end.

The weather had cleared by day five and we made it to the south of Tasmania. Speeds were fast at more than 200km/h so jumps were not uncommon. By now our group of amateur Targa entrants were in the groove of servicing and driving but that's where the trouble-free motoring

ended. A problem with the turbocharger meant no power low in the rev range and, despite our best efforts, it couldn't be fixed in our 60-minute repair window so Pat had no choice but to keep driving the car.

At the final service location on the last day of the competition, Nate and I watched the live results with bated breath hoping there would be no trouble with the car. Luckily, Pat breezed through the final stage and began the sprint to the finish line at Hobart's convention centre.

Among family and friends, we watched the MR2 cross the finish line and I felt a rush of relief knowing I wouldn't have to service a car in a bus stop for at least twelve months. My relief soon became celebration after finding our team in 5th place out of 16 cars.

It was a great result for our first rally – and it surely won't be the last.

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## Disasters do happen (Continued)

Compression ring end gaps have continued to be misunderstood for many years, particularly with V8 file fit ringsets where the engine builder has the opportunity to set the compression ring gaps very tight. A 200bhp V8 is averaging 25bhp per piston; however, add a turbo/supercharger or build it into an out-and-out race engine and you can be around 100bhp per piston. With any increased power there is always an increase of heat to accommodate and some of that piston heat is transferred to the water jacket through the compression ring contact with the cylinder wall. Making more power *always* requires larger ring end gaps! Too small an end gap can cause scuffing of the bore and ring face, thus increasing blow-by and loss of power. Eventually the scuffed bore will prevent the rings transferring very much heat and also start to damage the skirt and ultimately a smoking exhaust pipe will signify that something is very wrong. If the ring face isn't sealing eventually combustion gases and flame will bypass the ring pack and pressurise the crank case, forcing oil leakage at crank seals and gaskets. It's called 'blow-by'! It can even push the dipstick out of its sealed location!

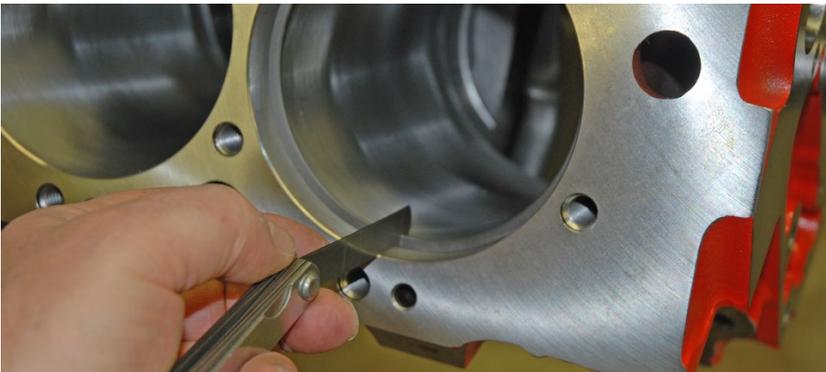
It's purely a guess when setting ring end gaps, in a bore, at room

temperature, to compensate for how much the ring will expand along its length as the temperature increases up to the operating condition. Having overtight ring gaps will generate an increased ring temperature, when forcing any non-gaps even harder together. The ring will keep expanding, taking on a sine wave shape as it uses all of the groove back and side clearance available. Eventually, a cast iron ring will break into many pieces or the ring land will break off – even on forged pistons. A ductile iron ring will just break the land off because that ring should be considered unbreakable! A sure sign of running out of end gap is that the ring ends will be polished where they have been getting pushed together. A marginal gap for a car in clean air will present a problem when running mid-pack, especially on a hot day. As it (just) runs out of ring gap, it will 'nose over', often just not able to keep up with the car being slipstreamed, frustratingly losing out on the straight. Your compression rings have become an interference fit in the bore!

The mere mention of scuffed bores and skirts can send a shiver down the back of many an engine builder. Over-fueling or a flooding carburetor will wash the oil off the thrust side

of the piston causing the thrust face to scuff, but eventually the non-thrust will also start to scuff, suggesting insufficient piston-to-bore clearance if not diagnosed upon strip-down. Also, some after-market con-rods don't have a notch in the big-end cheeks to throw oil up the cylinder to help lubricate the piston skirt. Then it's not a piston-to-bore clearance issue, it's a lubrication problem that an increase of bore clearance will delay but not solve. Factory OE rods will usually have drillings in the big-end, fed from drillings in the bearing shells and fed oil from the bearing journal. After-market, fully machined rods usually do not have these drillings. If you use these type of rods, make sure that they have notches to throw some oil up the bore! A notch on each flank, about 25 degrees from vertical towards the thrust face and about half a millimeter deep will do fine. More on that detail later.

Always check that all the ring grooves have sufficient back clearance, especially when installing a replacement ring set. The ring face should be below the land diameter when touching the back of the groove. Yes, even the (assembled) segmental oil ring should be shallower than its groove depth. It won't get better with a few hours running, that's for sure. Just about enough back clearance can cause the problem of not wanting to crank over after standing for a few minutes, when hot. However, let it cool off for an hour or two and it will fire up straight away. Even with jumper leads the problem will persist; very frustrating on a fresh-



ly rebuilt engine, and very expensive as the engine will need to be removed. Upon strip-down, careful examination of the bottom of the ring grooves may show where the rings are biting into the corners of the grooves. Either the grooves need to be deepened or the radial depth of the rings reduced. The expander of segmental oil rings may be damaged, with the loss of oil ring load and increased oil consumption.

As mentioned earlier, ring end gaps can be too tight. With a segmental oil ring, however, the expander, which is a spring and *never* touches the bore, should not be gapped. Just as with needing to compress a valve spring, the use of a (ring) compressor will be required to compress the oil ring assembly and compression rings to fit in the bore. So, you don't cut any humps off the end of an oil ring expander, ever! If you have doubts about the oil ring assembly, discuss it with the supplier/machine shop. As a general rule of thumb, an assembled modern (skinny) oil ring for about 86mm bore should be about a millimeter, or a little bit more larger than the bore diameter. Fat (V8) oil rings will be up to twice that; however there are also lighter-load oil rings available for some of these V8 sets.

Years ago I was shown a worn out VW ringset that had done very little running. The faces were very scratched and the radial depth was greatly reduced. The oil light had come on during the drive home and oil needed to be added, very often, as the engine was consuming vast quantities of oil. The engine builder claimed (and hoped) that the oil

consumption would improve once the engine was fully run in. Wrong! Eventually the car was returned for correction as the oil light was lighting up before the engine was up to operating temperature and it was also blowing lots of smoke, with oil dribbling out of the exhaust pipe. Having at first seen just the ringset, we asked to see more parts of this air-cooled engine. Its condition confirmed our suspicion that all the alloy bits had been 'cleaned' by being glass bead blasted; that's the cylinder heads all over and the same for the crankcase. The 'Big Bore' barrel kit was stuffed, completely worn out and the crankshaft was deeply scored, as was the new oil pump. The best way to clean off glass bead blasted parts is with heat and vibration, just as happens in a running engine. These very small glass beads get into the surface in hard-to-reach (clean) areas, then in the assembled engine dislodge into the fresh, clean engine oil and are circulated throughout the whole engine. With all that surface area contaminated with the remnants of the glass beads, my advice was that there was nothing that could be salvaged, it was all 'throw away'. There was just no way you could be confident that all the beads could ever be completely removed. If your engine reconditioning machine shop uses a sand blaster or glass bead blaster to clean any engine parts, change to another machine shop, unless they are using 'Walnut Shell' as the blast medium. That's what the aircraft industry repairers must use to remain certified repairers!

With the introduction of the 'Formula Holden' V6 engine many years ago, the race pistons were made on a Mahle forging and mounted on Carrillo rods. The first development engine was found to be scuffing the skirts, while the rod little ends were turning a straw colour and also there was bluing of the pins. Progressively increased skirt clearances and barrel/cam changes were demanded by the development engineers. By the time the fifth engine set was required I refused to continue making the pistons until I saw some of these failures. These engines weren't capable of making that much power that they could be putting very much heat into the pistons to need the extra clearance. The piston sets were being manufactured across the other side of Melbourne to where the engines were being built and test run. Immediately it became very obvious that the scuffing problems were being caused by a lack of oil being thrown up the bores, a problem solved, as mentioned before, by grinding notches in the cheeks of the Carrillo rods. There was possibly not enough side clearance on the rod cheeks to throw sufficient oil up the bores to keep the skirts and pins lubricated. A carbide bit in an air grinder solved the problem and no other scuffing occurred again, on any of the development engines. With the oil bleed-off increased at the notches, the bores and pins had sufficient lubrication to prevent metal-on-metal contact.  
*(To be continued)*

# Lufra Hillclimb results



## CMI Lufra Regularity Hillclimb - 17th August 2019 - Official Results

Comp #	Driver	Car	Nom	Points	Run #1	Run #2	Run #3	Run #4	Team	Outright
154	Casey Price	dark silver Mini GP2	86	42	86.6	86.5	85.1	87.3	Miniacs	1
50	Enrico Fidanza	blue Subaru Impreza 2.5	86	49	85.6	85.5	89.1	86.0		2
29	Stuart Benson	silver Subaru WRX	86	59	86.2	85.7	89.6	87.5		3
42	Phillip Tompson	red Austin Healey 3000 BJ8	110	70	107.7	109.0	110.2	110.2	PaAW	4
314	David Capponi	aggettivo blu Maserati Cabriod	90	93	91.9	90.8	88.7	94.0	PaAW	5
43	Phillip Tompson	MG TF	120	100	121.2	120.9	122.7	125.2	PaAW	6
52	John King	yellow MG B	100	112	98.9	99.0	98.7	97.8		7
86	Pat Cullinane	argento Alfa Romeo GTV	86	124	97.7	86.2	85.9	85.8		8
127	Daniel Willson	yellow Mini Cooper S	90	124	94.2	92.3	94.1	91.8	Miniacs	9
4	Mark Brooks	white Datsun 1600	88	128	87.4	86.3	85.6	86.3		10
12	Rhys Silver	red/white Leyland Mini	89	128	87.3	87.5	87.1	91.6		11
7	Jaiman Reid	blue Mini Cooper S	98	131	95.7	98.7	96.7	103.2	Miniacs	12
40	Marcus Hart	white Mini Cooper S	92	138	94.1	99.6	90.2	91.7		13
84	John Ralph	white Subaru WRX sti	88	145	96.2	86.0	87.5	87.4		14
15	Ian Cunningham	cream Morris Minor series 2	91	158	92.7	88.4	95.1	88.6		15
11	Roger Richardson	rosso Maserati 4.2 Spyder	97	164	96.6	95.7	93.4	94.2	Amici - Scuderia	16
23	Ian Richardson	white Nissan R32 Skyline	85	178	86.0	98.1	87.3	86.4		17
28	Kirsty McLachlan	silver Subaru WRX	93	180	91.7	91.1	90.2	90.0		18
67	Bill Griffiths	grey Rolls Royce Corniche	122	191	121.7	125.4	115.8	124.7	Amici - Scuderia	19
16	Zach Duhig	gunmetal Skoda Octavia s/w	89	195	98.7	89.4	97.9	89.5		20
33	James Doyle	silver Subaru Liberty	87	196	85.4	98.6	85.1	86.7		21
26	Paul Rice	white Nissan R32 Skyline	85	198	94.9	86.9	88.7	89.0		22
888	Zenon Mayne	white/silver Mercedes 190E	92	219	101.5	90.9	89.5	89.4		23
54	Michael Hobden	silver/green Porsche Carrera S	95	220	100.5	100.2	101.3	100.0		24
30	Garry Griffiths	silver Subaru WRX	86	269	86.2	99.5	99.1	86.1		25
3	Phil Sawers	white Holden LC XU1 Torana	90	279	91.0	85.4	85.0	97.7		26
88	Phillip Blake	giallo/rosso Fiat Abarth OT160	94	280	92.2	91.5	90.1	88.2		27
25	Graham Russell	yellow Holden Torana	86	290	99.3	86.4	87.4	100.0		28
27	Byron Saunders	black Nissan Pulsar GTiR	91	314	87.4	85.6	97.1	98.2		29
31	Damien Lowe	blue Nissan R31 Skyline	91	320	86.0	87.8	87.1	87.1		30
6	John Hanley	black BMW 318iS	105	327	103.8	110.3	98.1	99.4		31
32	Mark Payne	blue Ford Falcon	95	372	91.4	90.4	90.1	89.5		32
17	Owen Biggs	yellow/blue Ford EB DJ Falcon	96	406	93.2	91.5	89.2	89.8	Punisher	33
9	Tim Davidson	white Kia Rio	105	414	101.4	100.0	98.7	99.2		34
44	Darryl Bennett	yellow/green Suzuki Swift GtSi	86	422	87.6	99.2	99.6	99.9		35
21	Tim Poulos	black Honda Civic R	92	428	87.8	86.1	87.4	85.3		36
2	Rhys Filbee	white BMW 13 electric	95	430	90.8	88.8	89.9	89.1		37
20	Urich Stopczynski	silver Mazda MX5t	86	457	98.8	98.1	96.1	96.7		38
5	Shaun Kirk	white Holden VN PB C/dore	94	474	86.7	87.7	88.6	89.3	Punisher	39
53	Bill Wedd	blue Holden FC group Nb	101	564	94.8	93.6	93.2	94.2		40
34	Matthew Goldsm	yellow Nissan 300ZX	105	606	99.3	96.1	96.8	97.5		41
105	Andrew Johnson	rosso Alfa Romeo GTV	100	676	96.9	91.2	89.3	88.9		42
97	Dave McCullagh	red Ford XR6T Falcon	86	DNF	91.9	91.5				DNF
10	Adrian Oliver	white/carbon Holden Torana	86	DNF	90.2					DNF
8	James Taylor	Grey BMW 325i	88	DNF	86.1	86.9	93.8			DNF

**Awards**  
 First Place Casey Price  
 Second Place Enrico Fidanza  
 Third Place Stuart Benson  
 First Classic Phillip Tompson  
 First Italian David Capponi  
 Driver of the Day Ian Cunningham  
 First Team PaAW

## CMI Baskerville Hillclimb - 8th July 2019 - Tasmanian Hillclimb Cup Round 3 - Official Results - First 6 runs per competitor scored ONLY

Car Number	Driver	Car	Class	Best Run	Run1	Run2	Run3	Run4	Run5	Run6	Unscored 1	Unscored 2	Unscored
41	Jamie Loneragen	Nissan Skyline black 2600T4WD	F1	43.78	44.42	43.78	44.87	45.27	44.25	44.19			
3	Rod Bender	VW Golf R white 2000T4WD	F2	44.78	45.69	45.75	45.05	45.37	44.78	44.99			
17	Nathan Oliver	Mazda RX8 blue 5700	E1	44.90	46.00	45.72	46.25	44.90	45.38	45.31			
27	Rob McIntyre	Subaru Impreza white 2500T4WD	F3	45.97	46.62	45.97							
8	Scott Wyman	Honda Integra R silver 2150	C1	46.49	49.58	78.84	48.69	49.41	47.63	46.49			
21	Omar Hasan	Mitsu Lancer IV white 2000T4WD	F4	46.93	49.70	49.03	48.27	47.35	47.64	46.93			
87	Hamish Ferguson	Mazda RX7 white R2616	D1	49.07	51.41	49.06							
28	Matt Stephens	Subaru WRX white 2500T4WD	F5	49.06	47.63	50.10	66.97	49.46	49.07	49.66			
11	Ritchie Thimm	Mazda 3 black 2000	B1	49.34	51.88	49.88	49.53	49.97	49.34	49.65			
23	Marcus Easther	Subaru WRX sti white 2500T4WD	F6	49.52	50.18	50.35	50.95	49.78	49.52	49.61			
30	Garry Griffiths	Subaru WRX silver 2000T4WD	F7	49.86	52.22	55.03	51.10	49.86	51.04	51.05	49.71	50.02	50.64
200	John Pavic	Nissan 200SX black 2000T	D2	49.92	57.96	51.13	52.25	50.40	53.27	49.92	49.74	50.16	50.20
72	Chris Wiggins	Buggy 3800	G1	50.07	51.68	51.46	50.78	50.94	50.07	51.13	50.07	49.83	49.86
10	Todd Elliott	Mazda RX7 white R2616	D3	50.19	50.29	50.42	50.23	50.19					
55	Chris Smith	Renault Megan yellow 2000T	D4	50.38	50.68	50.71	50.51	50.38	50.41	51.80			
24	Becher Townsend	BMW 635csi whitish 3500	D5	50.45	50.68		50.67	50.45	50.81				
77	Jordan Howlett	Toyota Corolla blue 2000	B2	50.62	52.01	51.32	51.63	50.91	50.62	51.69			
42	Michael Elliott	Mazda RX7 white R2616	D6	51.65	52.42	52.25	51.65						
7	Michael Sullivan	Toyota 86GT red 2000S	D7	51.84	53.70	52.05	52.13	52.01	52.74	51.84			
50	Enrico Fidanza	A/Healey Sprite blue 1488	A1	52.74	55.55	53.51	54.10	53.03	52.74	52.76			
4	Darrell Bennett	Subaru Impreza blue 2500T4WD	F8	53.02	54.39	54.15	53.37	53.51	53.02	53.67	53.17	53.24	52.11
14	Mark Brooks	Suzuki Swift green 1300	A2	53.68	54.40	54.20	53.98	54.28	53.68	54.38			
9	Paul Lendvay	Datsun 1600 white 1800	B3	53.82	55.50	54.83	55.44	53.82	55.24	54.82	54.90	54.60	
88	Phil Blake	Mazda RX7 grey R2616T	E2	54.20	54.94	54.92	54.86	54.20	54.26	54.78			
162	Andrew Kuc	Leyland Mimi red/white 1293	A3	54.70	56.98	56.44	56.44	55.27	54.70	56.04	55.71	55.45	55.91
15	Ian Cunningham	Abarth OT1600 giallo/rosso 2000	B4	55.87	57.19	55.87	57.60	56.49	56.08	57.16			
2	Rhys Filbee	Holden Commodore green 3800	D8	56.59	57.04	57.36	56.87	56.59					
74	Phil Isaac	Morris Minor cream R2616	D9	56.77	58.46	57.76	57.70	57.59	56.77	57.80	59.00	57.45	57.41
18	Gary Lucas	BMW i3 white electric	A4	58.02	59.58	59.41	59.25	58.61	58.27	58.02	61.30		
5	Chris Goodey	BMW 318ti silver 2000	A5	58.21	60.49	59.72	60.38	58.79	59.01	58.21			
6	John Hanley	BMW 318is silver 2000	B5	60.17	61.55	60.48	60.76	60.64	60.75	60.17	59.46	58.83	58.37
		Nissan Pulsar SSS red 2000	B6	61.01	62.43	62.01	61.99	62.50	61.46	61.01	62.33	61.47	
		BMW 318is black 1900	B7	64.15	69.14	67.20	64.88	66.26	64.15				



### Class Winners

Class A	Michael Sullivan	A/Healey Sprite blue 1488
Class B	Ritchie Thimm	Mazda 3 black 2000
Class C	Scott Wyman	Honda Integra R silver 2150
Class D	Hamish Ferguson	Mazda RX7 white R2616
Class E	Nathan Oliver	Mazda RX8 blue 5700
Class F	Jamie Loneragen	Nissan Skyline black 2600T4WD
Class G	Chris Wiggins	Buggy 3800
Class Italian	Phillip Blake	Abarth OT1600 giallo/rosso 2000

### Awards

Best Presented	Mark Brooks	Datsun 1600 white 1800
Driver of the Day	Rhys Filbee	BMW i3 white electric

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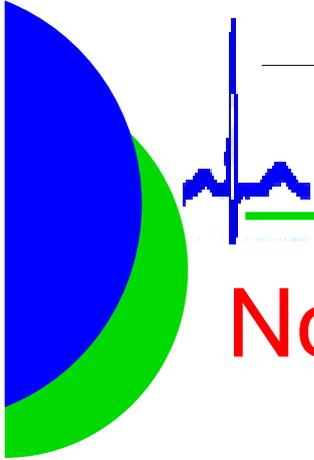
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## Two Lancias for sale

### 1983 Lancia Beta SIII \$10,000



Very original & everything is there and works. Motor serviced and runs well. A/C fixed & cold. Interior is completely original Beta SIII, VX. Spoiler, lots of parts included, drives and handles like a Lancia should. Paint is OK but will need attention.

Rego is 96749-H.

**Angelo 0430 508 509**

### 1969 Fulvia Series I \$58,000



Motor reconditioned, brakes redone, all suspension bushes new. Very good paint, no rust anywhere. Campagnolo Ragno wheels with new Pirelli tyres. Fanalone headlights & wheel arches installed. Everything works. Rego is 95498-H.

**Nick 0414 999 773**

Hi Italian car enthusiasts!

I have a contact in South Africa who is selling a rare Alfetta GTV 3.0L. In its day the 3.0 litre GTV was the most powerful Alfa road car ever produced.

It came about as a result of a collaboration between Alfa South Africa and Autodelta. For homologation reasons at least 200 road-legal examples had to be produced. This is one of them. Please let me know if any of your fraternity is interested.

I have a Lancia Fulvia under restoration at present so I'll be looking to join your group (hopefully) later this year.

Cheers

Preston

0418 408 055



*The actual car (right) and a couple of shots of the model in action (below)*



## Bits for sale—or for the tip!

The editor's popularity has been waning a bit at home, and the main causes of it are shown here.

As a result I am having a session at my house on Sunday 15 September.

The cars are a 1964-ish Fiat 850 sedan and a very rusty Fiat 124 CC sport coupe. Everything on the 850 is to go (and if Mary has her way the whole car will have gone to the tip before then), and a good deal of the 124 Coupe can go. I want the engine, transmission, wheels and running gear, but there are lots of restorers' bits, like trim, switches, lights etc that I won't need for my next project. Prices will be reasonable (if I charge at all), especially if you remove the bits or if you have helped me in the past!



If you're coming, let us know on 62652598 or 0409803316. Or if you can't come and want something, ask me on either number whether it's there. The Coupe is virtually complete apart from some bits I have given to a heavy 'favour-doer', but the 850 is not.

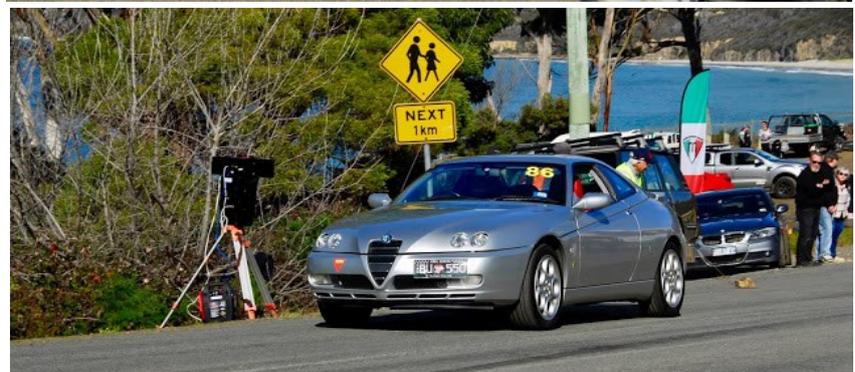


I've covered Club Motori Italia's excellent Lufra hill climb for three years now and am yet to tire of the magnificent spectacle that it is, thanks to its wonderful historic and performance cars, truly beautiful backdrop and very enjoyable festive feel. However, I worry that I might be repeating myself a bit with the competition photos, so this year I concentrated on the colours and sights of the main staging area and start line.

As usual, the entry list included a wonderful mix of classic, sports and performance cars including Italian, Aussie, British, German and Japanese marques. As commentator David Rose put it, there was everything from the highly-desirable through to what were, quite literally, sh\*t-boxes.

The competition cars weren't the only ones worth a look, either; the car park and surrounding areas had more than a few nice vehicles sprinkled around them, as you'll see later on. There was an elegant vintage tourer, a couple of sleek Japanese coupes, four very tidy classic Holdens and a Western Australian-registered convertible Falcon parked in and around the area. And I mustn't forget the Range Rover driving dog!

Thanks to the hard-working CMI volunteers for staging such an iconic event, the Lufra Hotel for their sponsorship and provision of facilities, and to all the entrants for putting on such a great show. The residents—both permanent and shack-dwelling—also deserve special mention for their cooperation in sharing their road with the drivers and spectators, because without such good-will, there could be no Lufra hill-climb!



From <http://uppermiddlepetrolhead.blogspot.com/2019/08/2019-cmi-lufra-hill-climb.html> where you can see all pics

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