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Advertising rates

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Full yearly Membership fees:

1 January to 31 December
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 generally held at 7 pm on the last Tuesday of November at the Civic Club, Hobart.

All contributions to Veloce Nota are welcome and when published earn points towards the Clubman of the Year Award.

Please send all letters and contributions to The Editor: cmi.editorial@gmail.com

Disclaimer

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CMI Life members:

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Lots of pics this month, so I have splashed out on colour printing.

The big news on the competition front is that the Targa Review Panel's report is out. I am only about 70 pages into a 282-page document, but my initial impression from this and other recent events is that my own tarmac rallying career as an entrant in Targa events is over.

The cost of competing, which has nothing to do with the panel, was the first nail in the coffin, at \$15,000. Then there are the recommendations that all competition cars in tarmac rallies be fitted with the latest-spec full roll cages, winged seats, removable steering wheels and door foam.

I started reading the report with the opinion that how much risk I took was my own business, but in the preamble the review panel makes its own opinion clear. On several grounds they suggest that there is more to it than individual risk acceptance, and I see their point.. Not sure I fully

agree but it needs to be considered.

They have recommendations about the cars (some will be banned in their present form); about the drivers (super licences may be required for outright modern competitors, who will have to be under 60); about the stages (which look as if they will be a lot less challenging); about scrutineering (which will have to be carried out); about briefing and preparation (crew education); about the tour (serious tightening and regulation); and so on.

On the home front, the Piglet is giving me a lot of grief. During the engine rebuild I have had many

problems, the most recent being a tight spot when turning over the engine. Suspected the starter motor, pulled it out and tested it (OK); suspected the valve gear, so pulled it off (OK); removed the sump and checked all bearings one by one; removed the thrust bearings and sanded a few thou. off them. Now disconnecting each conrod for the second time and pushing pistons up and down bores to check for tightness ...



Presidential Patter

Welcome to the New Year. Club members have been out and about in various social events. There were some good results, Mike and Maria Hobden and Mathew Keating with Alex Lucas being 3rd and 4th outright in the South East rally, with other club members also being involved.

We had a successful Waterworks barby with over 30 folk joining in. Club members were also part of the Festa Italia street party in North Hobart. The display of

Italian cars and bikes was impressive. Entries are coming in for the upcoming Baskerville Supersprint and Hill climb. If you are not competing and are available

to help, it would be appreciated.
Graham

Future events

possible visits to private car collections?

Sunday 26 March 2023 – Baskerville Supersprints and Hillclimb

Sunday 9 July 2023 – Baskerville Hillclimb (State Championship)

Saturday 19 August 2023 – Lufra Regularity Hillclimb

Sunday 26 November 2023 – Domain Hillclimb

Fiat 124 Sport AC

This is a little photo essay of a car that has featured frequently in Targa Thoroughbred Trophy events. Owned and run by David Currow and his partner Kit O'Donnell, the car is purpose-built for this 130 km/h-restricted competition. It has a very low-ratio diff for a top speed of not much over 140 km/h, and a Guy Croft 1438 engine, with twin Webers and lumpy cams, that revs into the stratosphere.

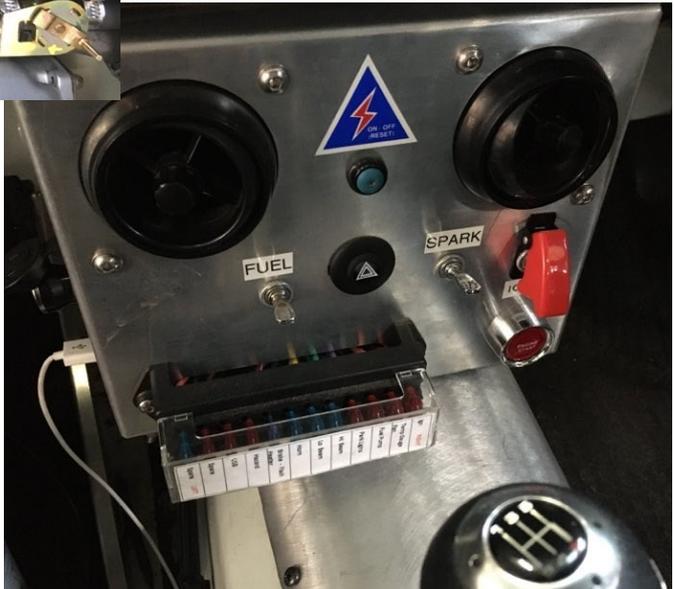
David's previous car was the tiny white Steyr-Puch 650 TR that ran in many Targas alongside my Fiat 600 in the early 2000s.

The AC was built by Ferrari specialist Mario Labrosciano of Veloce Motorsport, and having been in it I can assure you that it's spotless inside and out, and utterly functional.

I haven't driven it yet but I'm confident my day will come. I'll let you know my impressions if/when that happens.

But the camera and I have managed to spend some time alone with it. Have a look. This is how to prepare a competition car.





Festa Italia

The club had its usual strong presence at Festa Italia, aided by several extra (presumably free-lance) Ferraris.

The editor was a bit late so you have been spared a picture of a scruffy OT 1600 among all the exotica.

A couple of the Ferraris were for sale, and you could have had the 612 for (I heard) a lousy \$550,000—a particularly appropriate sum, given what it's descended from.

Italian makes were well represented, as you can see. Unusually there were more Ferraris than anything else—which again is appropriate, as nothing screams 'Italy' like a Ferrari.

A great day: big crowd, quality food and drink, superb weather.





BBQ breakfast

Graham Mitchell has certainly kicked a lot of goals with his BBQ breakfasts for the club. At these gatherings we see people who seldom normally come to club events, and the fact that the barbecues are happening gives us the chance to invite new people along.

The food was, as usual, very good and in vast quantities.





Targa High Country

In mid-February John Stanton and I were signed up to compete in Targa High Country, but just before the event we heard that because the Review Panel had not completed its report following last year's Targa Tasmania fatality, it had been downgraded to a Rallysprint. This meant that we would be racing up Mt Buller in two 7-km stages and then touring back down to do it again – a total of eight times over two days. Fewer than 20 cars were entered in this, and our Porsche 924 Turbo was one.

The tour, which had something like 100 entrants, was able to use the full rally course, with all roads closed for their use. However, since at the last minute they were restricted to the normal speed limit, a number withdrew.

There were early starts, which could have been a problem for us as we were staying an hour away in Mansfield, but the Targa organisers said we could avoid the official start and just gather at the bottom of the mountain. This meant we didn't have to get up at 4.30 am!

There were only three cars in our competition – Thoroughbred Trophy, restricted to 130 km/h.



If you know the Mt Buller road you will know that this is not a problem as the chances to exceed 130 on the way up are very limited.

The weather was hot, hot, hot, and the cars clustered under the shade like sheep in a paddock. In the car we had a one-litre bottle each of frozen-solid Gatorade, with a frozen mineral water bottle as backup. This was very welcome after each stage.

With only three cars in our competition, and one of them unable to start, we were in a good position. But it quickly became apparent that we could get nowhere near the ex-racing BMW that was our only competition. It

was 30 km/h faster than us on the straights and it didn't hang around on the bends either.

However, we used the whole thing as a learning experience. John is an ex-gravel rally driver from 30 years ago, and has limited tarmac experience, so he asked me to suggest a few ways of going faster. Because we were repeatedly using the same section of road, the stopwatch told us what was working.

The first thing we worked on was John's habit of turning in early – no doubt a hangover from years of gravel in a Mini-Cooper. As he started using more road on entry, seeing further through the bends, keeping up a higher corner speed and accelerating earlier, we began to take time off.

Then – as the turbo was playing up a bit and causing lag and kangaroo-hop on slow bends – we eliminated the steep part of the racing line on hairpins and went right around the more level outside at higher speed. The upshot was a 27-second reduction in our times on each stage over the two days.

Darryl Bennett and Mary White were also there in the little Suzu-



ki, and again there were only two cars in their competition. When the co-driver of the faster car (another BMW) ended up in hospital with breathing difficulties, they thought they were 'in'. But a quirk of the rules meant that when she was replaced with another navigator the next day, the BMW won. (I think a rally-sprint is decided on the fastest stage time of the day, and as the event was really two separate events, the BMW's two fastest times stood.)

Good fun overall, and we were happy with the result.

Thanks to John Blake for the loan of his lightweight suit and helmet, and to Ross Hearne for driving for nine hours to service for us and standing around for another nine hours each day waiting for us.



Parliament House Display



Our annual display on Parliament House lawns was the usual success—helped by unusually fine weather.

We were part of a much larger display, and if the Italian cars wondered who all these others were, we couldn't hear any grumbling.

Some pics of Victor's Giulia Super; Victor also attended the club breakfast barbeque, so let's hope he keeps coming!



This annual event was once again attended by a reasonable number of club members, including Chris and Geraldine Edwards, Mike and Maria Hobden, Graham Mitchell and Gary Lucas, Matthew Keating and Alex Lucas, Monty and Graeme Reading, Mike and Therese Clark, and Philip and Mary Blake.

As Graham has mentioned, two of our cars were in the top four. The event was won outright by Bruce Chetwynd in a Renault Caravelle, who managed to lose only six points on average speed over the whole day.

Exactly how one wins this rally is one of life's great mysteries, but it's quite fun trying to figure it out!



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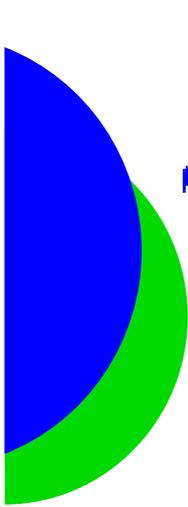
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