
Feeling Exhausted?

The year 2000 really seems to have gone off with a bang! Even if you were not in the centre of one of the Millennium Parties, everything seems to have taken off - the tennis, cricket, football and motorsport - everything has been running contemporaneously. The Australian Grand Prix has 'been and gone' and so have three club events plus the Grand Prix Track Day. That's probably why you feel exhausted and are in need of a break! John Hardy has come up with the perfect solution - a Weekend Away, set for May 20 and 21 - but it is really essential that you book immediately, so you can secure accommodation. Following that we have the Winter Track Day in June - check out the calendar though, because there is plenty of things you can do in between. Have fun!

The Weekend Away GRAMPIANS AUTUMN TOUR

Dunkeld

May 20 & 21, 2000

The Weekend Away described by John Hardy below is a sure-fire winner. The club has booked the ENTIRE Hotel. If you want to be part of this great weekend away or just be there for lunch on Sunday ... book now, using the Booking Slip enclosed, because the space is VERY limited.

The Maserati Club of Australia is organising a weekend of enjoyment of fine cars, fine food and fine wine on the weekend of Saturday the 20th and Sunday the 21st of May 2000. The base of operations is to be the Royal Mail Hotel at Dunkeld. Situated in Victoria's spectacular southern Grampians, this historic hotel has recently undergone extensive renovations which were designed to highlight its idyllic location and provide sweeping views of the breathtaking landscape. Historically, the Royal Mail formed an important stop in the Cobb & Co run of the western district. The Hotel also boasts a sensational restaurant and promises excellent wining and dining on the Saturday evening.

Participants are invited to arrive on the Friday afternoon or evening and either dinner or supper will be available depending on time of arrival. After a comfortable night's sleep and breakfast in either the dining room or your own room, there will be a leisurely drive through the countryside to the beautiful little fishing village of Port Fairy. Lunch has been arranged at the Victoria Hotel in Port Fairy in the casual section of the hotel. Various pastas, seafoods and other dishes together with wines from an extensive wine list will be on offer. The Victoria Hotel is a sister hotel to the Royal Mail. After lunch

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The Winter Track Day

Winton Motor Raceway

Sunday, June 25, 2000

For the last three years the club has run a Winter Track Day at Winton. The theory has been that the weather in the Benalla region at the time of the year is usually good. Last year that thesis held up and it turned out to be a bright sunny day, so mark it in your calendar.

As usual the Club will be catering for both experienced and less experienced drivers. If you haven't been to a track day before, or for that matter if you haven't been to a Maserati Track Day, then you have missed a great learning experience as well as a great day out!

Saturday night at the Kim Wah

As many members like to get to the Benalla area the night before a track day, we have made reservations for those who would like to join us for dinner at the Kim Wah on the Saturday night. You will find a space on the back of the Official Entry Form on which you can indicate the number of places we should reserve for you at the Kim Wah. Unless you make a reservation we can not guarantee a place for you in the Restaurant on this night.

Entries

CAMS Level 2 or superior and Club Membership must be presented or purchased at Scrutineering. Please note that it is now a requirement that you also present your Competition Record at Documentation. Also, if you have a log book for your car then this should be presented at Scrutineering. Financial members of invited clubs are contained in the Supplementary Regulations which are enclosed.

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The Weekend Away

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and on route back to the Royal Mail we will visit "Narrapumelap". This 19th Century French gothic-fantasy mansion is surrounded by a 20 hectare parkland setting that over the last decade has been created by Kevin McIntyre. We will have an opportunity to wander both through both the grounds and the house, which is seldom available to the public.

After a short drive back to Dunkeld the opportunity to yet again enjoy the excellent hospitality of the Royal Mail will continue. The Royal Mail boasts an extensive menu with up to 6 or 7 choices for entrees, main course and deserts. Local produce is used and the restaurant has been accoladed in the Epicure Section of The Age newspaper.

After breakfast on the Sunday we will take our leave of the Royal Mail and via the beautiful and picturesque roads of the Grampians we will travel to the Warrenmang Vineyard Resort at Moonambel. This restaurant is well known to Club Members and is the sister restaurant to the Bazzani Restaurant recently visited on the February Lunch Run. It enjoys two hats in the Good Food Guide and is recognised as one of country Victoria's best restaurants. Apart from those participating in the weekend, other members of the Club will be invited to attend Warrenmang for lunch. After lunch Members will have a pleasant 2 hour drive back to the City via Ballarat and the freeway.

It is anticipated that the weekend will be one to remember! At present we have 15 rooms booked and they will be allocated on a first come, first serve basis. Early bookings will assist us if it is necessary to increase that booking.

Accommodation at the Royal Mail will be \$120 per couple for hotel rooms and \$150 per night for studio apartments. Family apartments are available at \$200 per night. An evening supper on the Friday night comprising antipasto and other snacks will be at the rate of \$12 a head and breakfast will range from a continental at \$9 to a full breakfast at \$14. The restaurant meals for lunch and dinner will depend upon what is ordered but it is anticipated that Saturday lunch will be of the order of \$20 to \$30 per head plus wines; dinner on the Saturday night \$30 to \$40 per head plus wines and lunch on the Sunday will be a similar figure to the dinner. If anybody has any queries in relation to the weekend they are invited to contact John Hardy after hours on 9387.8229.

Winter Track Day

(continued from page 1)

Entry Forms

An Official Entry Form is enclosed with the Supplementary Regulations and a guide to accommodation in the Benalla area is also enclosed with this issue. **Entries at a Fee of \$100 for members will be accepted after June 12, 2000 up until the Friday prior to the event. Entries received after Friday will be treated as 'ON DAY' entries.**

Catering

Unfortunately there is little we can do to provide our special catering service at Winton. But we have arranged for the Kiosk to be open and you will be able to obtain a range of food including Hamburgers Steak Sandwiches and Sausages. Other items will also be available so that you won't starve to death. I am told the quality of the food will not jeopardise your health!

Something for everyone

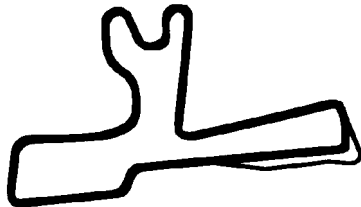
Winton is an interesting track and provides a good learning environment for drivers at all levels. The field of entrants, will be grouped into classes of comparable speeds, to minimise overtaking and promote a safe controlled environment. The Winter Track Day offers something for everyone. Make a point of coming along. Bring your family and friends. It's a fun day as well as a great learning opportunity.

Maserati Club Hospitality!

To finish the day on a high note, the Club will provide its customary FREE drinks, but due to the limited catering facilities no free BBQ when the track closes at 5.00 pm.

We will look forward to seeing YOU at Winton and the Kim Wah on Saturday night!

Winton Motor Raceway



Location: 10km north of Benalla. Approach by Hume Highway (Highway 31) then Old Hume Highway. (Well signposted)

Length: Long circuit: 3.00 km



Reg Hunt's 300S now in the US

There have been few cars that have captured the public imagination more than the Maserati 300S particularly if you had the pleasure of watching them do their stuff in the 50's. Perhaps better remembered by some was the classic Maserati F1 car of the day the Maserati 250F, which in the 1956 Australian Grand Prix dominated the major placings with Moss and Behra 1st and 2nd with Reg Hunt and Stan Jones in 4th and 5th. Peter Whitehead in the Ferrari 'Super Squalo' with the Tipo 860 3.4 litre motor managed to split the Maseratis finishing in third place.

Whilst the classic beauty of the 250F was acclaimed by all, it was the 300S with its sports car appearance that captured the imagination of most enthusiasts. In this period the 300S was widely campaigned in Australia by such notables as Bib Stillwell and Bob Jane. However, back to the story ...

Reg Hunt purchased the Maserati 300S in question on May 3, 1976. The car (Chassis # 3063) was built in 1956 and was an original factory race car driven by Luigi Musso and Sergio Mantovani. In fact Reg bought the car from Mantovani at the villa of Count Johnny Lorani in Bergamo. It was perhaps the beginning of the 'fly-drive' holidays - Reg bought the car and then drove it from Monte Carlo across France to London before shipping it back to Australia. Now that would've been fun!

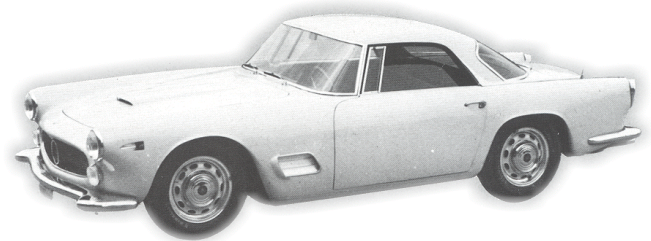
In 1980-81 the car was thoroughly stripped and checked here in Australia by Otto Stone and Ermano Lotti - Ermano coming from Modena where he had helped build the car in 1956.

Whilst resisting many offers for the car over the years, Reg finally succumbed following the entreaties of his old friend Martin Chisholm in the UK. With the arrangements finalised by early January, the Maserati 300S was air freighted to New York City and subsequently delivered to Martin Rosen who lives in

upper New York State in the US in the second week of January, 2000.

The Reg Hunt Maserati 300S was one of only 29 built between 1954 and 1958. Powered by an in-line six, with twin plugs and weber carburetors the car developed 280bhp @ 7000 rpm and could be launched to a top speed of 175 mph from its three litre motor. By Maserati standards, at that time, it was almost a production car due to its competitiveness and subsequent popularity. Many examples went to the USA where both Cunningham and Parravano had three car teams. Maserati 300S #3063 will be in good company!

Ever the businessman Reg managed to get the car air-freighted to New York for about 10% of what he was originally quoted. Reg reports that on the car's arrival in New York, Martin Rosen subsequently rang him almost immediately to report: *"It's unbelievable, I just can't believe how good it is"*. No doubt. Rosen admitted that when Reg told him that the car was close to perfect: *"I just didn't believe you. Most of the cars we see over here are usually no where as good as they are represented to be. But this car is unbelievable. You can't believe how fortunate I feel to own it."* For as someone as meticulous as Reg Hunt the car was as you would expect faultless and prepared in absolutely concours condition complete with new rubber. The venerable Maserati 300S #3063 has probably never been in better condition.



Seen a Maserati 3500GT like this?

Maserati 3500GT's are not exactly the flavour of the month. In fact the chances are you would be hard pressed to find one, if you didn't know an owner or where to look. That's precisely what Dik Jarman is hoping.

If you have read or looked through 'Unique Cars' in recent years you might have seen a photograph of a 3500GT on the back of a trailer and the offer of a reward for information concerning the featured car. You see, in 1997 Dik had the misfortune to have the

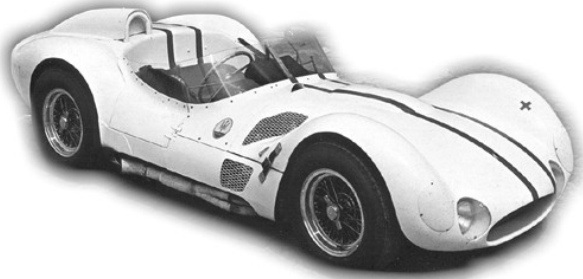
3500GT he had just bought (plus the trailer) stolen from his residence in Richmond. As 3500GT's are somewhat unusual he's hoping that someone might notice the car ... after all its three years since he saw it!

You have to admire his determination, but I guess that's understandable as the space the car occupied at his home in Richmond is still unoccupied and what's more he's still paying the bank for the empty car space!

Details of the car are:

- 1961 Maserati 3500GT Series One, LHD
- Engine Number 101552
- Stolen Richmond, Victoria, April 1997
- Midnight Blue with red primer on boot
- Borrani solid wheels, Triple Webers

Whilst the chances are probably quite strong that the car is enjoying life in another country with a new owner totally unaware of this aspect of the car's history ... you never know. If you can provide any information that will assist Dik Jarman to trace the car, then contact him by e-mail at: dikjarman@hotmail.com



The Best of iL TRIDENTE Maserati Tipo 61 and Tipo 151

Seymour Pond the President of the Maserati Club of America (TMC) has advised that his club has published a calendar for the year 2000. Now I appreciate that with the year 25% gone that may not be exciting news ... except this is a bit different. The calendar of which only 1000 copies of which were printed (600 going to members) is undoubtedly going to be a collectors item as the quality of the TMC club publication iL TRIDENTE publication will attest.

The calendar comprises a collection of 14 rare historic photographs taken in the period 1954 through 1965 and published in previous issues of the TMC magazine. The photographs, which are black and

white are presented in chronological order with historical annotations by Willem Oosthoek. The calendar is printed on 9" x 12" size page (18" x 12 open). Cost is a modest US\$20 plus shipping.

Of particular interest are the many outstanding shots of the Tipo 61 "Birdcage" Maserati and Tipo 151. The 'Birdcage' was raced extensively in the US and campaigned at hill-climb and circuit racing events in Europe. The 'Birdcage' and its variants were highly successful, particularly in the US where they were driven by the leading US drivers of the day, including the odd ring-ins from Europe such as Stirling Moss. The Tipo 151 was built for an attempt at Le Mans in 1962 for the Cunningham team (2 cars) and for Colonel John Simone 'Maseratii - France' (1 car) where it proved to be exceptionally fast but not very reliable. Cunningham took his cars back to the US where they raced in subsequent years. Simone's car was destroyed and the engine used in the Tipo 65.

If you have an interest in these cars then I suggest you contact Seymour Pond at Maserati Club of America, PO Box 5300, Somerset, NJ, USA or e-mail him for further information on: email@themaseraticlub.com

Registro Maserati www.RegistroMaserati.org

For those of you with an interest in older Maserati, you may recall we made mention of Registro Maserati and the creation of its web site in a previous issue. The web site was launched 85 years to the day on which the Maserati brothers first went into business: December 14, 1914.

Although updated in February, the site is still under construction but promises to be a storehouse of information on older cars. Registro Maserati was established with the support of the factory in 1985 and has many famous Maserati related names on its committee. Indeed it was through the efforts of this group that the factory collection of many fine Maserati race and road cars was saved from auction and now comprises a particularly fine museum in Modena.

Marcello Grigorov of the Registro requested a link to the club site last November and we have reciprocated. If you have an interest in older Maserati it is a site to watch.

An Evening with Tom Snooks Bell's Hotel and Brewery February 4, 2000

Getting some time from Tom Snooks a month or so ahead of the largest Targa Tasmania event on record was not an easy feat. It was also at a time of year when parental responsibilities and holidays are to the fore. Nonetheless just on 20 members got together on this Friday night in February to have a chat with Tom and glean his views on the challenges facing Tarmac rallies such as Targa Tasmania, Classic Adelaide, Rally Tasmania/Lactos and the newer events such as the East Coast Classic and the Gold Coast Tourist Trophy.

One thing was clear Tom was certainly in a position to talk authoritatively on this subject. From 1970 to the mid-eighties, Tom was involved heavily in the major rally scene. His roles included: Director of Dulux Rallies; General Manager of Southern Cross International Rally (1973-1977); Secretary of Australian Sporting Car Club [Sydney] (1972-1978); Director of Total Oil Economy Runs [Sydney-Melbourne] (1976-1980); General Manager 1979 Repco Round Australia Reliability Trial; Assistant General Manager Light Car Club of Australia (1980-1982); CAMS National Administrator (1982-1984). With Hans Tholstrup he started the Wynns Australian Safari and was involved with that event from 1985 until 1992. He was also heavily involved in the 1995 and 1998 Round Australia Trials. In 1997 he was awarded the inaugural CAMS Official of the Year.

For many Tom is perhaps best known for his involvement with Targa Tasmania. Although not involved in the 1992 event he was introduced to it as a Consultant in 1993. In 1994 he was appointed Clerk of Course, a position he has held since that time. In this role Tom is responsible for the running of the event on the road, technical aspects, competitor relations and more recently, the results.

Despite Targa Tasmania 2000 involving some 54 Targa stages over 6 days and 300 competitors, Tom feels his biggest challenge to date was starting up and running the 1985 Wynn's Safari from Sydney to Darwin involving 308 competitors in both autos and cycles.

As to the challenges facing Tarmac rallies in the period ahead, Tom is quite unequivocal. *"The future of all these events, ultimately depends on maintaining public confidence in the administration*

and safety of the events in question." Not surprisingly Tom is not referring to competitor safety, which is obviously important, but to spectator safety. *"To a large degree competitor safety is ultimately in the hands of the competitors. There is a raft of rules and regulations which are directed at ensuring the establishment and maintenance of safety standards for all competitors and their vehicles. But ultimately, their safety is in their own hands. The real challenge for event organisers who are using public roads and public spaces is to protect the spectators - the members of the public who come along in their hundreds or thousands to watch these events. Public safety is and has to be our number one concern"*.

To highlight the point, Tom went on to say: *"In the regrettable circumstances where a competitor may be seriously injured or killed, we have seen that this does not necessarily mean the end of the event. However in the circumstances where a spectator is seriously injured, or worse killed by a competitive vehicle, then that may signal not only the end of the event in question but of all events of this type."*

It was an interesting and thought provoking night and a wide range of subjects and issues were canvassed. We hope to do it again. Our thanks to Tom Snooks.

Grand Prix Dinner Matteo's Ristorante March 9, 2000

It's amazing how quickly the year has gone. The Grand Prix Dinner, held again at the Matteo's in North Fitzroy on the Thursday prior to the Australian Grand Prix, seems like an eternity ago and yet I am writing this only a couple of weeks after the Grand Prix.

Just like it has proved to be since we started this annual dinner when the AGP moved to Melbourne, Matteo's proved again what an outstanding venue it is for this particular event. The internal courtyard provides a perfect opportunity for everyone to mingle and get together prior to what is always a great meal at this premier restaurant. The club once again provided some champagne to accompany the hor d'oeuvres to get things underway and of course a supply of the club wine to accompany the meal.

Matteo did what he usually does and made sure those attending had a pleasant and enjoyable evening with great food and good service. It was nice to see more than 60 faces at this year's dinner, although down slightly on last year it perhaps proves

that the Thursday night before the AGP is a good time for this event - particularly given the number of commitments people seem to have these days over the weekend.

To add some further interest and in the spirit of the night Tracey Williams conducted a tipping competition. The challenge was to predict the winning driver and his winning margin. This stimulated some lively discussion in some quarters and lead to some spirited discussion. The winner as it has subsequently transpired was Nerida Beable and she and Jeff will be presented with a couple of club caps when the opportunity next presents itself. The competition succeeded in raising \$60 for the club funds, which I am sure our prudent Treasurer, Andrew Gregory, will treasure!

In Search of Gold The Bendigo Lunch Run February 27, 2000

This report was filed by John Aust.

I'm touching wood when I say that the club has been so fortunate when it comes to the weather conditions that have been dished up to us over the past few years for our Lunch Run evens. Today's run was no exception, and as Mary and I, together with our friends Glen and Janine set off from Camberwell down to Swallows in Port Melbourne for the start of the days proceedings a 'feel good' attitude prevailed in the Jag amongst us all.

Not 2 minutes into the journey, smiles were wiped off all faces when a "low-life of the first order" ran a blatant red light at a cross road intersection that we were traversing. Closest encounter I've had for decades, giving the Jag's ABS its best workout yet and giving me an adrenalin induced spinal pain which lasted a good 15 minutes! Something like that sure brings out the complex thought processes on mortality and how careful you have to be out there!

Anyhow, that episode aside its on to Swallows and the usual hospitality of John Fitzpatrick and Gillian Weinberger, together with a soothing cappuccino or two puts us all back in the right frame of mind.

Around 40 club members and friends turned up for the day driving the usual array of 'spiffy' cars. My personal favourite being Ojars Balodis's new light blue Porsche GT3. Ojars reckons he is not going to race it, but I reckon he'll be sorely tempted over time.

Again our intrepid rallyist John Hardy set the route together with the questionnaire which would sort out the most observant of crews. He certainly gets great value from those many years in the GP Rally and those HRA events!

Heading off from Port Melbourne across the Westgate and along the Western Ring Road the route headed north out towards Lancefield and beyond. With the extra 'sets of eyes' in our car we fancied ourselves as real chances. John Hardy must have thought that too, as he caught up with us dawdling over Westgate while we were painstakingly looking for the answer to the first question. I'm not sure, but I think he was laughing at us as he drove by!

Navigating our way through gorgeous countryside over the next couple of hours we travelled along fabulous little back roads via Carlsruhe, Redesdale, Sutton Grange and then onto Bendigo for lunch at Bazzani right in the heart of town.

Bazzani restaurant was great, with pre-lunch drinks and hors d'oeuvres on the upstairs balcony overlooking the park and town. It was a pretty civilised way to start proceedings. Good company and a convivial atmosphere ensured lunch was a success. It was announced that new club member Colin Goundrey had won the Lunch Run and he was duly presented with a bottle of the club's fine wine for his efforts. Well done Colin. It was a big week for you, with your sister over from Perth, as well as you turning 40!

Before heading back to Melbourne, some of us took the opportunity to check out the abundance of history that Bendigo offers with a walk around town or a climb up the old mine tower for the panoramic view of the countryside. We finished off by having a 'cleanser' at the magnificent Shamrock Hotel.

Thanks again to John Hardy for setting up the route and also to Carol Williams for the administrative bits and pieces that she does. Now we're looking forward to the weekend away at Dunkeld (south of the Grampians) being held over the weekend of May 19-21. This will be a ripper social event. Hope to see you there.

John Aust

Grand Prix Track Day Sandown, April 2, 2000

If the club had been in the position of organising the weather for a track day at Sandown it could not possibly have done any better than the weather and track conditions presented on Sunday, April 2 for the club's annual Grand Prix Track Day. Whilst the track was a bit cool and slippery early, as the day warmed up so did the track and the resulting conditions were perfect. With 24°, clear blue skies and not even a gentle breeze it one of those legendary Melbourne Autumn days.

Despite the delay in the issue of the March newsletter until after the event, the lack of a reminder that the event was on, did not hinder the 77 who made entries for the day. As it transpired two entries were forced to withdraw in the week prior to the event, a few others were forced to pull out with problems after a few laps and some elected to only run in the morning session. The bottom line? There was plenty of track time!

Summary of Leading Times Timed Session			
Category	Driver	Time	Car
FTD	Vin Macaro	1:21.58	Nissan GTR
Quickest Maserati	Andrew Gregory	1:32.76	Maserati Ghibli Cup
Quickest Alfa	Philip Meiklejohn	1:35.27	Alfa Romeo 1750 GTV
Quickest Ferrari	Francis Placentino	1:27.04	Ferrari 355GTS
Quickest Jaguar	Paul Zazryn	1:32.63	Jaguar XJ Sprinter
Quickest Mazda	David McConnell	1:31.69	Mazda RX7
Quickest Nissan 200SX	Simon Gischus	1:22.73	Nissan 200SXR
Quickest Nissan GTR	Vin Macaro	1:21.58	Nissan GTR
Quickest Porsche	Ojars Balodis	1:22.72	Porsche 968 Turbo
Quickest Subaru	Des Dharumasena	1:32.41	Subaru Impreza WRX
Under 1600 cc	Alan Pettett	1:30.11	PRB Clubman
1600 to 2000 cc	Steve Chiodo	1:33.93	Lotus Elise
2000 cc to 3000 cc	Brett Bedggood	1:32.54	Porsche 911 2.7
3000 cc to 5000 cc	Vin Macaro	1:21.58	Nissan GTR
Over 5000 cc	Ojars Balodis	1:22.72	Porsche 968 Turbo

With a Ferrari Club track day to be held at Winton on the following weekend, the Ferrari count was down this year, but the Jaguar, Nissan, Porsche and Subaru contingent was once again in force. As usual there was a very wide range of marques represented - including Andrew Gregory in his Maserati Ghibli Cup.

Whilst there was no shortage of cars, there were a number of familiar faces missing from Pit Lane, most of whom have been busy over the past month with race commitments or getting cars finished for some of the major events to come our way. It was also great to welcome some new faces making their first appearance at a club event.

As to times on the day. Well it proved to be an interesting event. With Vin Macaro and Michael Palmer sharing the same Nissan GTR, the day ended with both sharing near identical times as well. The final result was Vin Macaro with 1:21.58, just 0.19 seconds ahead of Michael Palmer (1:21.77). In fact

on two of the four timed laps each made in the GTR they were separated by only 0.1 seconds and on the fourth lap by 1.00 seconds (in Vin Macaro's favour). Whatever the difference is between these two drivers, it certainly is very small.

Making a return to Sandown in the Porsche 968 CS Turbo, Ojars Balodis put in a 1:22.72 for the third fastest time, which was only fractionally behind the time (1:22.22) he recorded at this event in 1998 the last time he used that car.

Simon Gischus in the Nissan 200 SX-R of Rally Tasmania fame (see report in this issue) was right on the heels of Ojars recording a 1:22.73 on 0.01 of a second behind. Simon in fact recorded a quicker time in the morning (1:22.21). This was certainly the quickest a Nissan 200SX has gone round Sandown at a club event.

Maserati Club of Australia, Inc. - 2000 Grand Prix Track Day
dnr = did not run nt = not timed
Sandown International Motor Raceway Sunday, April 2, 2000

#	Driver	Make & Model	Practice Session	Timed Session
43	ADIS STEVE	Nissan Skyline GTR	<i>nt</i>	<i>dnr</i>
1	BALODIS OJARS	Porsche 968 Turbo	1:23.97	1:22.72
6	BAXTER LINLEY	Porsche 968CS	<i>dnr</i>	<i>dnr</i>
21	BEABLE JEFF	Nissan GTR Vspec	1:24.63	1:23.25
19	BEDGGOOD BARRY	Porsche 911 2.7	1:40.36	1:39.62
18	BEDGGOOD BRETT	Porsche 911 2.7	1:32.97	1:32.54
16	BLACKMAN GARRY	Austin Healey 100/4	1:31.96	1:30.78
25	CASE BERNARD	Mitsubishi Lancer GSR	1:40.33	1:39.17
25	CASE BERNARD	Nissan 200SX	1:42.42	<i>dnr</i>
65	CASE MICK	Peugeot 205 GTi	1:46.05	1:46.00
32	CASE ROBERT	Alfa Romeo GTV	1:47.22	1:45.49
62	CATTLIN LEN	Ford Mustang	1:37.89	1:31.25
29	CHIA DONALD	Nissan GTR 33	1:27.35	1:27.12
67	CHiodo STEVE	Lotus Elise	1:34.10	1:33.93
61	DAILEY DAVID	Alfa Romeo Alfetta GTV	1:45.29	<i>dnr</i>
84	DEHAAN KEVIN	Subaru Impreza WRX	1:34.19	1:34.98
85	DEHAAN WENDY	Subaru Impreza WRX	1:45.62	1:41.85
55	DHARUMASENA DES	Subaru Impreza WRX	1:34.63	1:32.41
13	DOHERTY PETER	Jaguar Mk II	1:42.31	1:42.48
48	DUNSTONE BRETT	Porsche 928GTS	1:31.08	1:29.98
54	EAMES PETER	Jaguar XJ Sprinter	1:35.56	1:34.40
26	EVANS RAY	Nissan 200SX	1:30.68	1:29.87
41	GISCHUS SIMON	Nissan 200SXR	1:22.21	1:22.73
12	GOUNDREY COLIN	Mazda RX7 Turbo	1:39.79	<i>dnr</i>
4	GREGORY ANDREW	Maserati Ghibli Cup	1:34.77	1:32.76
37	GRIGOR HAYDN	Jaguar XJ Sprint	1:37.61	1:36.13
34	HARRISON MALCOLM	Ferrari 328GTS	1:40.13	1:39.38
49	HARVEY JOHN	Iso Grifo	1:29.11	1:28.24
11	HIGH SUSAN	Audi A3	2:01.26	1:51.81
44	HOW BOB	Jaguar XJ Sprinter	1:37.74	1:37.30
7	JONAS DANNY	Mazda RX7 Series 4	1:40.33	1:38.78
38	KYRIAKIDIS PETER	Ford Escort RS 1600	1:30.36	<i>dnr</i>
40	LACK STEPHEN	Nissan GTiR	1:30.53	1:31.06
57	LEAMEY GEORGE	Nissan Skyline GTR	1:32.17	1:33.62
58	LIANG KENNETH	Honda Civic VTiR	1:38.64	1:39.23
69	MACARO VIN	Nissan GTR	<i>nt</i>	1:21.58
14	MACKRELL TREVOR	Jaguar XJ Sprinter	1:45.19	1:43.50
79	MARTIN JOHN	Jaguar XJ Sprinter	1:41.03	1:39.62
33	MCCARTHY JOHN	Jaguar Mk II 3.8	1:43.84	1:39.19
46	MCCONNELL DAVID	Mazda RX7	1:34.14	1:31.69
51	MCCONOLOGUE GRAEME	Jaguar XJ Sprinter	1:42.86	1:43.76
71	MCLELLAN MALCOLM	Lamborghini Diablo	1:30.19	1:31.29
5	MEIKLEJOHN PHILIP	Alfa Romeo 1750 GTV	1:36.17	1:35.27
2	MICHAEL ALAN	Ferrari 355 GTS	1:40.43	1:41.62
23	MOLNARFFY GERALD	Nissan Skyline GTR	1:35.53	1:36.34
31	MORGAN FRANK	BMW M3	<i>nt</i>	<i>dnr</i>
20	MORGAN JODIE	Subaru Impreza WRX	1:41.11	1:32.86
35	MULCAHY PAUL	Holden Gemini	1:29.54	1:28.39
36	OGG ANDREW	Ford Escort Twin Cam	1:39.90	1:38.10
68	PALMER MICHAEL	Nissan GTR	1:23.69	1:21.77
17	PATSIOTIS LUCKY	Porsche 911 3.2	1:38.01	1:38.23
45	PERA WILSON	Holden Gemini	1:37.22	1:32.01
56	PERCY IAN	Porsche 944 S2	1:28.97	1:28.94
63	PETER-BUDGE BRYCE	Peugeot 405M1/6	1:35.80	1:39.56
9	PETTETT ALAN	PRB Clubman	1:30.67	1:30.11
10	PETTETT ROBERT	PRB Clubman	<i>dnr</i>	<i>dnr</i>
3	PIVA ROMANO	Porsche 911 GT2	1:39.46	1:35.31
70	PLACENTINO FRANCIS	Ferrari 355 GTS	1:29.69	1:27.04
24	POWER BRIAN	Porsche 993 RSCS	<i>dnr</i>	<i>dnr</i>
59	REEVES STUART	Jaguar XJ Sprinter	1:36.75	1:35.96
28	ROWE MARK	Datsun 260Z	1:47.11	1:44.34
27	SAWYER ANDY	MG V8 GT	1:37.66	1:35.50
52	SCOBLE MURRAY	Jaguar XJ Sprinter	1:34.27	1:33.72
50	SHEARMAN SCOTT	Ferrari TestaRossa	1:28.57	<i>dnr</i>
78	SLATTER MARTIN	Jaguar XJ Sprinter	1:39.25	1:37.18
66	SPITERI CHRIS	Jaguar XJ6	1:36.25	1:35.14
77	STRAUSS PETER	Iso Grifo	1:26.27	1:31.85
15	TEMPLER ANDREW	Holden Torana A9X	1:34.49	1:39.48
8	TEMPLER COLIN	Holden Torana A9X	1:35.23	1:34.43
39	VAN SUMMEREN COLIN	Porsche 911 Carrera 2	1:34.02	<i>dnr</i>
60	WESTPHAL SVEN	Porsche 911 RS	1:25.72	1:25.92
47	WHEELER BRIAN	Jaguar XJ Sprinter	1:34.72	1:34.71
42	WILLIAMS KEN	Jaguar XJ Sprint	1:39.88	1:39.31
30	WOO ANDREW	Subaru Imprza WRX	1:31.76	<i>dnr</i>
53	YEOH STANLEY	Mitsubishi Lancer GS	1:34.16	1:33.85
22	ZAZRYN PAUL	Jaguar XJ Sprinter	1:33.90	1:32.63
Total Laps			416	386

The previous best (1:24.35) was Jeff Beable in his Nissan 200SX at the Grand Prix Track Day in 1998 and that car was certainly not as highly developed as Simon's.

Jeff Beable in fact was only 0.5 of a second back from Ojars Balodis and Simon Gishcus in his Nissan GTR Vspec (1:23.25) which of course has just returned from Rally Tasmania and is presently set up for Targa Tasmania. It was a drive that certainly captured Brett Dunstone's attention: "I think that the drive by Jeff was the best on the day, when you consider how the car was set up!" One thing is for sure, it is certainly just on 2.5 seconds quicker than last year and following his great drive in Rally Tasmania, he looks as if he will have a good event at Targa Tasmania in six weeks time.

Francis Placentino showed that he continues to improve, by bettering his previous best time at a club track day to record a 1:27.04, which is getting very close to the fast Ferrari time recorded by Scott Shearman (1:26.15) in the Ferrari Testarossa at the 1998 Grand Prix Track Day.

There were also a number of other great performances on the day. Alan Pettett is moving closer to getting under 1:30.00 in his PRB Clubman. Paul Zazryn (1:32.64) continues to get quicker in his Jaguar XJ Sprinter and Andrew Ogg finally got under 1:40.00 convincingly without destroying the motor and recording a 1:38.10 in the Ford Escort Twin Cam.

Fresh from a second in 1999 Classic Adelaide and a win in the 2000 Lactos Heritage Rally, Peter Kyriakidis has been blessed with reasonable reliability from the Ford Escort RS 1600 - well that is until Sunday. Cruising round in the morning with a 1:30.36 Peter's day stopped early as the gremlins crept back into the car and forced him to withdraw from the afternoon session.

There were some good drives in Porsches too. Apart from Ojars, Sven Westphal again demonstrated his talent with a quick 1:25.92 in his late model Porsche

911 RS and Brett Bedggood put in a solid performance in the early Porsche 911 2.7 recording a creditable time of 1:32.54.

Steve Chiodo missed almost everything last year due to business commitments. On returning from the 1999 Lactos he parked the standard Lotus Elise only resurrecting it the night before this event. He put a new battery in and came out to Sandown to enjoy the day. As usual, Steve was right on his old pace and recorded a 1:33.93 in his usual display of consistency.

Peter Strauss who debuted his Iso Grifo at the Phillip Island Historic meeting prior to the Grand Prix brought it and John Harvey along for some testing on the day. The car, which is running the engine and gearbox from Chris Stephen's super successful Iso Rivolta, was achieving some pretty quick times in the morning (1:26.97) with Peter at the helm, but continued problems with handling slowed the car for much of the day. No doubt it will be in great shape for the next historic event at Winton in May.

For me one of the best performances of the day was that of Susan High in the Audi A3. In her first appearance in the car and the first ever on a race circuit she started off tentatively. In the practice session she managed to record a 2:01.26. By the time she got round to the start of the Timed sessions she managed to get under the 2 minute barrier and on her very last lap of the day put in a very creditable 1:51.81. Congratulations Susan!

In a similar performance Simon Templer's son Andrew came along for the day complete with his new club membership card and recently acquired CAMS licence. In his first outing in the Torana A9X he started off slowly with times just under two minutes (1:57.45) but by the end of the session he put in a 1:34.49. Another great performance.

In general terms it could be said that the times at this year's event were certainly in general better than those recorded at the two Sandown events in 1999. Obviously everyone is getting better.

Whilst there were a few retirements during the day due to mechanical problems, the event was free from incident. Special thanks to those who volunteered their services as flag marshalls and the many others who volunteered their services on the day. Without the assistance of such volunteers we could not run the event.

PS: Ross Coles when he is not looking after the Jaguar Sprinters also happens to be a professional photographer. Ross took quite a number of

photographs of many of the cars in this event. Perhaps you were one of them? Ross also took a number of photographs at the Annual Spring Track Day last October and a selection of these is on the club web site. To check to see if Ross photographed your car, you can call him on 0417 351 304

New car club? Sporting Motorists Association Ballarat

When people think about Ballarat and car clubs, they tend to think of the Ballarat Light Car Club. A long-term group of members of that club recently decided they needed a bit more than the venerable BLCC had to offer - the BLCC incidentally is one of the oldest car clubs in this state, if not Australia. So late in 1999 the wheels were put in motion and a new club has emerged called the Sporting Motorists Association, Inc. The club is not seeking to compete with the BLCC - instead it is seeking to provide a complementary range of activities.

So what(?), you say - there's nothing new in that!

Well in this case there is a bit of difference. In this particular case the executive and committee members are probably well known to members of this club through their long-term involvement with the BLCC and that clubs events such as the Winter Classic Rally.

As a sidelight a number of those on the committee of the newly created club under the Presidency of Jim Stephen are members of this club: Brett Bedggood Vice-President, Philip Meiklejohn Treasurer, Brian and Steve Canny - Committee. The secretary of the new club is Peter Jacobs [(03) 5331 2455] well-known to many in this club if for no other reason than his generous sponsorship of the Winter Classic Rally.

The new club already seems to have had a considerable impact. In the first few months it has put on a couple of dinners, with well known guest speakers whose subjects have embraced a wide range of issues, not just motorsport; organised their first 'mystery' run and planned a wide range of social gatherings. If you happen to be in the Ballarat area at the time they are conducting an event, I'm sure you would be most welcome.

With its membership now well over 40 and having recently affiliated with CAMS the Sporting Motorists Association is looking positively to the future. We wish them well.

VALE

Rino Boccalatte

It is with great regret that we record the passing of Rino Boccalatte a member of this club and well known to those who are also members of the Ferrari Club Australia in which Rino performed the role of Registrar. Rino was a long-time member of the FCA having served on its committee with an infectious enthusiasm. The Committee and members extend their sympathies and condolences to Rino's family and many friends.

Mike Dodds

Although not a member of the Maserati Club of Australia, Inc. Mike was well known to those who have a passion for vintage and veteran vehicles. A long-time member of the VSCC, Mike was an ever present figure at events which involved vintage and veteran vehicles. The Committee and members extend their sympathies and condolences to Mike's family and many friends.

Murray Richards

A member of the Maserati club for a number of years, Murray was well known to all who had an interest in classic cars. Involved with Robert Shannon in the early years of his business and more recently with Brooklands, Murray was a devoted motoring enthusiast and participant in motorsport. The Committee and members extend their sympathies and condolences to Murray's family and many friends.

Robert Shannon

Anyone with an interest in Vintage and Classic cars or motor cycles will have at some time come in contact with Robert Shannon been well aware of his passion for everything automotive. To those who attended the Shannons 11th Phillip Island Classic Races held at Phillip Island over the weekend of March 4th and 5th Robert Shannon and his Invicta were once again familiar faces. The Committee and members extend their sympathies and condolences to Robert's family and many friends

Reg Sparks

Reg Sparks was well known to all those members who journeyed to Adelaide each year with the Grand Prix Rally. A past Secretary, President and member of the Sporting Car Club of South Australia for more than 50 years, Reg was well known to motor enthusiasts throughout Australia. The Committee and members extend their sympathies and condolences to Reg's family and many friends

Reports on Recent Events

NEW ZEALAND TARGA IN 1999 LONDON TO SYDNEY IN 2000

By Ian Percy

Targa New Zealand has been around for a while now and some club members have participated in the event. Despite this it is not until now that we have had a first hand account of this event. For those with a car too young to compete in Classic Adelaide, Targa New Zealand might be an interesting option.

A 1968 Porsche 911L is an unlikely vehicle of choice for me to undertake a rally in. But when my old mate John Fisher from Sydney asked me to occupy the navigator's seat for the New Zealand Targa I didn't hesitate for very long. John phoned at the end of what had been a difficult few weeks for me so I probably wasn't thinking straight when I agreed so readily. John's regular navigator was indisposed and John was casting around for someone willing to give up a week's work to be thrown around in an unfamiliar car, over unfamiliar roads in a foreign land and on the wrong side of the steering wheel to boot.

When I told Sparky (John Spark) that I had agreed to navigate for John he demanded to know whether I had made a full and frank disclosure of my questionable talents as a navigator. He insisted that I tell John while there was still time for John to ask someone else that I had difficulty in distinguishing my left hand from my right. Without making any admissions about this unkind allegation I can accept that someone who has "L" and "R" on his driving gloves might be considered a bit of a risk and potentially a disadvantage as a navigator.

Having 'fessed up to John, John's response, somewhat pragmatically was to tell me "three mistakes and you're out". Meaning, he explained, that if I cocked up three times he would have no further confidence in my calls and resort to visual navigation. Given that John is an experienced and record holding pilot I assumed he would have no difficulty in this regard so I was relieved.

By way of brief background I should say that John is a real life Walter Mitty or to bring it into a more modern context, a younger Dick Smith. John holds a number of records for having flown a Tiger Moth solo from London to Sydney in 1996. A feat only achieved by I think two other pioneering aviators and for which

John was awarded the Sir Geoffrey De Havilland Trophy. In fact John's comparatively recent passion with Porsche's and tarmac rallies like Targa Tasmania, Rally Tasmania, the recent 50th Porsche Rally and the Targa New Zealand are all part of his preparation for the London to Sydney rally in June this year. I have a sneaking suspicion that if he succeeds in this goal he will want to sail from London to Sydney to complete the trifector (yes, he is a sailor too!).

For those who don't know much about long distance off road rallies like the London to Sydney and the Shield of Africa, substantial modifications are required to strengthen the car for the rugged going. This was of some measure of comfort to me having experienced the odd off or two in Targa type events. There is no denying that they can be quite dangerous. For the NZ event John had opted to install a more powerful 2.7L engine. We also had the benefit of wider and low profile tyres. For the London to Sydney rally, like the Classic Adelaide, he is required to run the 2.4LS engine. The car was shod with Yokohama A0320 Advan tyres. I had never driven on these before but by the end of the event I was extremely impressed with their roadholding. An ideal choice for this type of event.

The format of the New Zealand Targa is not that different to Targa Tasmania. Confined to the North Island starting from Auckland, the event covers 580km of special stages and 1100km of touring over public and private roads. The event was run over seven days starting with scrutineering on the Monday, a prologue day (to determine initial starting order) which was held at the Pukekohe Park Raceway on the Tuesday and five days of special and touring stages finishing at the coastal resort of Tauranga about 2 1/2 hours south-east of Auckland. Unlike the Tasmanian event, Targa New Zealand is more low key and proceeded with a minimum of fuss. It is also far to say in does not, at this stage at least, enjoy the profile and local support of the Tassie event. Scrutineering, documentation and driver briefings were almost casual affairs. Competitors and crews mingled, chatted and exchanged the usual good-humoured banter. Clearly many knew one another and were back for more. Competitors had come from all parts of NZ – some driving huge distances to get there and back. We were given a warm welcome as the only entrants from OZ although there were many expats around and even a Commodore to make us feel at home. The organiser, Mike John, was everywhere, approachable and efficient. There were approximately 80 plus vehicles entered in the various categories and classes. The four-wheel drive pocket-rockets were limited to eight in number. Regrettably there were no modern Porsches. The

only other Porsche was a 911SC entered by husband and wife Alastair and Carola Gilmour who ended up category winners. Their daughters, Monica and Emma also competed successfully in a Citroen Saxo VTS winning the all female section. (Dad's giving them each a Porsche for Christmas!!)

To make me feel like I was actually doing some driving John had installed a foot operated interval distance button for his Terra Trip. If he had given me one of those plastic steering wheels that you give kids in the backseat I would have felt more at home. As it turned out, there wasn't a great deal for me to do as a navigator. No pace notes are allowed in this event and apart from the usual left and right turns, cautions and the almost obligatory flying finish on a bend there were very few instructions in the route book for a navigator to worry about. Consequently, the inevitable happened. Just when I was beginning to think that I would get through the event without a black mark in my report card I failed to give John any warning of a right hand turn. I was too busy back seat driving when I should have been concentrating on the route book. Yes, we were going quickly at the time. Fortunately, it was a T intersection and we braked before we went through the tape. Of course we lost valuable seconds backing up and I got the expected stony silence from John at the end of the stage and a polite dressing-down at the end of the day. This was my only serious lapse as a navigator. Like the Tasmanian event there were cautions marked with one, two and three exclamation marks on the side of the road normally about 50 to 100 yards prior to the particular caution. They weren't always easy to pick up but at least the driver was given some warning if the navigator failed to pick them up from the route book. Perhaps the most difficult thing to get used to initially was the number of flying finishes on bends. This was explained to us by the organisers as a carry-over from New Zealand dirt road rallying where this is common and treated as just another route instruction. It even caught the locals out with the "OO" car sliding off the road on one occasion and a more serious roll by one of the quicker cars on the last day. You can bet your socks you won't see this type of finish introduced for the millennium Targa Tasmania!!

There are a number of club members who compete in this type of tarmac rally who either share the driving or navigate when they would rather be driving. It can be a nerve racking experience especially when you are not familiar with the drivers capabilities. I had not driven at all with John and it took a little time for me settle into my job and for him to get my confidence. Likewise it took John a few days to get into the groove which is always the case.

In the end we acquitted ourselves reasonably well finishing 15th in the Classic section and 39th overall. After we crossed the finish line we were interviewed for a television special to be screened in NZ. When I was asked for comment I said something to the effect that "I've known John a long time but until this week I haven't driven with him or been in this car. I feel over the last week I have become more familiar with the car, I've gotten a little closer to John and at least on one or two occasions, closer to God!! Fortunately, we had no serious incidents or offs. We had a minor scare over a "brow". We call them "crests" in Australia! We also had a memorable excursion through a tricky intersection which almost culminated with a 360° spin in front of the cameras. John told me afterwards he did this on purpose as a crowd pleaser! Pull the other leg John it plays jingle bells!! Talking about crowd pleasers, the very talented New Zealander Mark Parsons competed in the V8 Triumph TR7 and got up to his usual ticks entertaining the public at various "publicity stages". These were held around the streets of various towns en route. As the name suggests, they were promotional exercises to thrill the locals. Because they were not timed they were a chance to have some fun and show off a bit. Mark, who I have to say, is a modest bloke certainly likes to play to a crowd. Mark and his navigator Brian Tappenden, won the classic section and finished in the top five outright. But for car trouble on one of the days they probably would have finished much higher. If you want a driver's perspective of what it's like to navigate for someone like Parsons you should ask Ojars. Ojars Balodis navigated for Mark two years ago in the Targa Tasmania and tells of his experience of Parsons having the Triumph off the bitumen and knocking down several white posts on the navigator's side without once easing up on the gas. Ojars was so traumatised by this incident that he gave up using the pace notes and vowed never to sit in the navigator's seat again!

Anyway, out of the 47 special stages we only missed our maximum time on one stage due principally to a troublesome miss fire. We were running Avgas because PULP is not available in New Zealand. This was supplied to us by our service crew, Ron Wilmouth who ran around the country knocking up the local airports and filling up containers of fuel. Ron, an air traffic controller from Melbourne on holiday, was a real find. Cool, organised, reliable, mechanically minded and a good bloke. I don't know how we would have coped without him. It took us a day or two to realise that the Avgas was a bit rich for the engine. Once we watered it down with a bit of standard everything seemed to go much better. We were a bit disappointed when we realised that we had missed our maximum time believing that, like

Targa Tasmania, we needed to clean all special stages to get a Targa plate. What we didn't know was that in the Targa New Zealand you must complete no less than 44 of the 47 stages under the maximum time to get a Targa. At the end we were delighted to learn that we had succeeded in obtaining our Targa trophies. But at the time we were forced to resort to desperate measures in an attempt to claw back the 20 or so seconds that we had dropped. Accordingly, I completed an inquiry sheet and gave it to one of the CROWS (Competitor Relations Officers). This is what we said:

"We were bowling along in the wet having a ball when we saw some sheep. I said to John 'Heck John, there's some lonely sheep a long way from home just like us.' John said: 'The poor buggers look wet and cold.' 'Just like us!' I said. We had a bit of a chat about whether we should stop and offer them our woolly jumpers, but we decided in the end that we didn't have enough to go around and it would have been unfair to the ones who missed out. Anyway, when I looked at the average speed I saw that our concern for your sheep had caused us to fall behind. I said to John: 'Sh't, we won't make this stage within our maximum time unless you pull your finger out!'. John did his best but in a sick 911 which was farting and coughing worse than my old man, we just couldn't do it. So we missed our max time by about 30 seconds. This is a compassionate claim to make sure that we keep our chances alive to a Targa Trophy. Signed, Ian Percy.

The ever friendly and totally stressed out Clerk of Course, Murray Stames, had this to say about the claim:

'Compassionate application denied. 15 seconds granted 'cause you are so full of SH'T.'

So, even with our 15 seconds we still missed our maximum time. This will give you some indication of what I meant at the start by the more low key approach to this event. By that I don't mean to suggest that there was any compromise on safety and the event was well organised and there were few delays. The incidents that did occur by all accounts were dealt with promptly and efficiently.

Because of the smaller field, the organisers were able to arrange an evening meal at each overnight venue. Most competitors stayed at the same palace or close by. The buffet style dinner provided a good opportunity to catch up on the day's events and hear a few tales of success or woe. The camaraderie was genuine and infectious. They were many examples of fellow competitors, crews, locals and car

enthusiasts clubbing together to help out. One unfortunate competitor who rolled and almost wrote off an Alfa 1750 convertible had the car rebuilt overnight and was able to finish the event. If you had seen the car you would not have thought it possible.

Another nice touch was the payment of a toll of \$NZ2.00 to various schools along the way. The schools either provided morning tea, lunch or simply acted as passage controls stamping our card with the school stamp on your time card. The kids loved it. We were certainly made very welcome and encouraged to return again. Mike John is particularly keen to see more mainland visitors in next year's event. An approach has been made to me to put together a team or teams and certain inducements, which I am happy to disclose and share, have been held out. John (Fisher) tells me that the most difficult aspect is the shipping of the car, customs, GST and registration of the car for the period that it is in New Zealand. Overall however, he has worked out that taking into account the favourable exchange rate and given that the entry fees are much lower than Targa Tasmania, the overall cost was not dissimilar to the cost for him to enter Targa Tasmania.

For anyone who has done this type of event before there would be little or no surprises. The format of the touring and special stages, timing penalties etc are, as you would expect. The slower cars travel first and the cars are re-seeded after each day's results. Results were published promptly so much so that the prize giving following almost immediately after the finish. This was coupled with a street party on The Strand at Tauranga. Crews and friends wandered around enjoying a drink and were given a choice of a number of excellent restaurants along The Strand for their evening meal the cost of which formed part of the entrance fee.

This year's event will be held 24-29 October. Early bird application forms are now available from Club Targa Inc, PO Box 502, Papakura, Auckland 1730 New Zealand, fax: 0011 64 9 298 8266, email: targa@ix.net.nz or visit the web site www.targa.co.nz. Entry fees start at \$NZ2,100 plus GST. If any member would like any further details please do not hesitate to contact me on 9608 7788 or my mobile 0412 321 396.

Ian Percy



Rally Tasmania & Lactos 2000 February 18 - 20, 2000

With a near capacity field, Rally Tasmania and the Lactos Heritage Rally for 2000 got underway in February again this year. Last year's event which was marred by a tragedy which took the lives of two well known and respected competitors had given organiser Tony Wright cause for reflection on whether he was willing to proceed with the event at all this year. Following an official review of the circumstances that lead to last year's tragic incident, the event and its organisers were given a clean sheet and a big tick for their performance in difficult circumstances. Certainly competitors in the 1999 event were amongst the first to encourage Tony to continue with what has become a very special event. No one entering this year's event, particularly those with experience in this event or similar events such as Targa Tasmania or Classic Adelaide, would have started without the knowledge that a small driving error can turn into a big mistake with serious consequences. For those new to such events it was to be hoped that they paid attention in the Driver's Briefing when the dangers of such events are painstakingly highlighted and forcibly underlined.

Notwithstanding last year's incidents the 2000 Rally Tasmania and Lactos Heritage Rally nonetheless managed to get off to a fiery start. Reg Kenny in the 'Salvadori' Jaguar Mk II somewhat blinded by the late afternoon sun failed to take a corner on the transport to the first stage and managed to leave the road backwards. Having parked the car and sustained some damage, Reg's event was over before it had begun! There's always next year, Reg.

First-timer Simon Gishcus in the Nissan 200 SX-R found out quickly that it pays to have something in reserve. Coming over a crest in the first stage of the event he got airborne and parked the car in circumstances that forced him to withdraw from the event. Club members Simon and Reg were not alone however as three other cars managed to leave the road, on this

first evening of the event, two of which were totally destroyed. One, a Porsche 944, which on having left the road was burnt to the ground when its hot exhaust ignited dry grass. The other a Mazda RX7 managed to go end-to-end near the same spot. Fortunately no one was injured, but it was not the start organiser Tony Wright was hoping for. Happily the event settled down quickly over the weekend and apart from one major off and a few indiscretions the event proceeded smoothly.

Prior to the start of this combined event most of the focus was on the Lactos Heritage Rally component with Andrew Cavalli's first attempt at the event and how he would handle the challenge of the tighter and twistier Tasmanian terrain. Not that there wasn't a lot of interest in the Rally Tasmania component - there was.

Before giving you a summary of each, it should be said that conditions for the event were just about perfect. North West Tasmania at this time of year seems to provide the absolute best of conditions. In keeping with its reputation there was however some rain, but it managed to fall on Saturday night, making Hellyer Gorge a bit slippery early on Sunday morning but otherwise dry for most of the cars. So what happened?

Rally Tasmania

Starting favourite for this event was Graham Alexander and David Stewart in the Mitsubishi Lancer EVO5. This pairing won the event in a Mitsubishi Lancer GS in 1997 and were heavily tipped to make a comeback this year after having been up at the front in both 1998 and 1999. Providing the opposition were half a dozen 'professional' rally drivers and of course entries from a number of members of the Maserati Club of Australia.

Making their first attempt at the event were Jeff and Nerida Beable in the Nissan GTR Vspec which had done so well in Targa Tasmania last year. Naturally there was considerable interest in seeing how Jeff would fare against these rally specialists. Strangely after last year's surfeit of Subaru WRX STI's there was only one this year - that of Chris Stephen and Adrian Mortimer.

Once under way the Rally Tasmania field started to sort itself out into about three groups. The top half dozen including Graham Alexander, followed by about another eight cars about a minute behind this group and then the rest of the field a further couple of minutes back.

Graham Alexander and David Stewart must have decided very early on that this was going to be their year. They made no mistakes and in a very professional display the Mitsubishi Lancer Evo 5 managed to finish 1 minute and 26 seconds (1:26) ahead of Andrew Lawson and Brendan Spurr in their very quick Nissan 200 SX-R. Jeff and Nerida Beable in a great drive finished in 6th position close behind. In fact Jeff was only 5 seconds behind 5th place finisher David McDonough, who had performed so well in the V8 Capri in Classic Adelaide last year, who in this event was steering a Mitsubishi Evo 6.

Chris Stephen and Andrew Mortimer finished in 11th position. Obviously finessing the set-up on the Subaru WRX STI had improved the handling and they were in a group of seven or eight cars behind the leading half-dozen which were very evenly matched.

Following not too far behind in 17th were Mark Connolly and Andrew Baker in the Porsche 968CS, Mark ran in the club's Six Hour team last August. Of the other club members who managed to finish the Rally Tasmania event, there were:

- Peter Washington and Tim McNeilly - Toyota MRX - Peter won his class
- Winston Kim and Laurie Pitt - Porsche GT3
- Andrew Gregory and Travis Williams - Maserati Ghibli Cup)
- John Spark and Peter Geroff - Porsche 968CS
- Guy Edmonds and Don Chandler - Nissan 200SX
- Michael Case & Christopher Case - Peugeot 205GTi
- Chris Wilson & Charles Youl - Ford Cortina GT
- Stephen Lack & Phillip Lack - Nissan Pulsar GtiR

As usual there were a few who failed to finish. Amongst these were Danny Jonas who managed to get to Savage River before mechanical gremlins overtook him. For the statistically minded of the 63 entries in Rally Tasmania 2000 this year, 14 were members of the Club.

Lactos Heritage Rally

Of the two events, the Lactos Heritage Rally was of greatest interest. Running behind the Rally Tasmania field, the Lactos Heritage Rally field comprised some 50 entries of which 12 were members of the club.

Making his first appearance in this event was Andrew Cavalli in his Ford Escort RS 1600. It was Cavalli who managed to 'crash out' of Classic Adelaide whilst holding a seemingly unbeatable lead during that event. Also making his first appearance was club member Jeff Beaumont in his Porsche 911, which he

drove with success in the club Six Hour team at Winton and then a month or so later managed to finish a strong 6th in Classic Adelaide. And not forgetting the man who got pipped at the post in Classic Adelaide, club member Peter Kyriakidis who was back again in his Ford Escort RS 1600.

The Lactos Heritage Rally was therefore looking like a re-run of Classic Adelaide, but on the tighter twistier terrain of North West Tasmania. As others will no doubt attest, competition in the Lactos Heritage Rally got underway in earnest very early. Andrew Cavalli driving very quickly in his Escort RS 1600 started to pull away from Peter Kyriakidis in his RS 1600 throughout Saturday with Peter picking up some ground here and there. By Sunday at Moina, like Classic Adelaide there was a clear trend. By the start of Moina, Cavalli had once again amassed a seemingly impregnable lead of some 40 seconds over Peter with only two stages to go. He had a clear choice as he did in Classic Adelaide. Judging by the length of the skid marks, Cavalli had obviously decided not to back off and protect his lead, but to increase it. The skid marks left a tell-tale sign as to the route of the car, which had failed to take a corner and literally disappeared off the road, end-to-end on the way down the gully, below. Those passing the point saw the crew hold out the OK sign but the car was nowhere to be seen.

And so it was that Peter Kyriakidis won the 2000 Lactos Heritage Rally. Following 2 minutes behind was Jeff Beaumont in the Porsche 911 who had driven consistently to finish a minute ahead of the 1999 Lactos winners, David Cooper and Simon Healey in their 1970 Holden Torana GTR.

Other club members finishing the event included:

- Peter Eames & Vic Spiteri - Jag XJ6
- Jack Klaver & Kim Vadja - Ferrari 308GTB
- Brian Canny & Stephen Canny - Alfa Romeo GTV
- Geoff Taylor & Lane O'Donohue - Lotus Cortina
- John Bryson & Anni Dillon - Jaguar E Type

John Hardy in the Alpine Renault, (see his personal account next) who was travelling as high as sixth at one point, unfortunately ran into fuel problems forcing him to miss a stage and therefore fall out of the event. John of course was not alone, several club members encountered difficulties during the event that forced them to miss a competitive stage. In nearly all cases club members affected in this way were able to rejoin the event and continue on. For those not at the pointy end of the field, the joy is in just being there - competing.

This year's event of course was conducted against the background of the AVGAS contamination problems of Mobil. Many cars in the Lactos Heritage Rally run on AVGAS. Perhaps that was the problem encountered by the popular crew of the Escort Twin Cam - Andrew Ogg and Mike Mier. After a solid performance on Friday evening they arrived at the start line for the first stage on Saturday morning, to find to their surprise and great disappointment, they had a fuel contamination problem, forcing them to miss the start. Whatever it was, I am happy to report that they managed to get it out of their system and rejoin the field after lunch and Savage River return later in the day. Just goes to show you how important getting the right mix of fuel in your system can be - especially if you have to perform first thing the next morning!

The 2000 Rally Tasmania/Lactos Heritage Rally has once again proven to be an immensely popular and challenging event. For my part it certainly remains the best value for money event of its type in the country. Next year's event is scheduled for February 16 to 18, 2001.



MURPHY'S RULES RULE - OKAY

The 1999 Lactos Rally proved to be a minor disaster for Colin Stark and I and the little Alpine Renault. Running 5th outright we had an engine failure on the Sunday morning en route to Savage River. This resulted in us enjoying the wild countryside of the Tasmanian west coast for some hours longer than we had planned. For the year 2000 the car was fully prepared yet again and as a dare to "Murphy" Colin suggested we take his Mazda tow truck with us as our service vehicle. The theory being that if we had it we wouldn't need it! Both car and truck were despatched via the kind assistance of Brambles on the Wednesday preceding the Rally and Colin and I and a good mate of mine, Ian Martin, flew down via Launceston on the Thursday. Upon our arrival in Burnie we collected the truck and car and after a quick "tub down" to get rid of salt both car and service vehicle were ready for action. Colin and I spent Thursday afternoon surveying a number of the special stages including Moreville, Yolla and Hellyer Gorge. We also had a good look at Tewksberry and Moina. On Friday scrutineering and documentation was undertaken at the appointed hour of 12.30 pm

and after the drivers briefing we got ready for the late afternoon sections.

The Lactos Heritage Rally is run in conjunction with the Computerland Rally of Tasmania, being a rally for modern vehicles. The Lactos is run over the same course and immediately after the Rally Tasmania vehicles have competed. The Friday night of the event compromised two competitive stages in an 80km loop from Burnie. They were to be Tewksberry and Moreville. The transport to Tewksberry was relatively tight on time and unfortunately, in a hurry to arrive on time, Reg Kenny and his beautiful Mark II Jaguar departed both the road and the rally. As Colin and I drove in towards the commencement of Tewksberry we were both concerned to see a pall of black smoke rising from the hills, obviously some way into the competitive section. Upon our arrival our worst fears were confirmed when we were confronted by a long queue of cars waiting to compete. None of the Lactos vehicles had commenced the section as there had been a number of incidents involving Computerland vehicles. One of the less fortunate was Ian Knight in his 944 Porsche which, after leaving the road and sustaining moderate damage had set fire to the surrounding grass area and had subsequently been completely destroyed by those flames. As a consequence the section was downgraded to touring and the whole of the Lactos Rally proceeded through at less than 60 km per hour. Subsequent to this we again arrived at the next competitive, being Moreville, to be confronted by a similar view of vehicles for similar reasons.

Further Computerland cars had had incidents on this stage and our start was delayed. Moreville had also been shorted by approximately 800 metres due to Burnie City Council requirements. The little Alpine ran beautifully through this section when we finally started and we were later to ascertain that we were sixth quickest. We completed the stage shortly after sundown but in reasonable twilight. A number of following competitors however were less lucky and as a result of them having to complete the stage in near darkness it was subsequently effectively cancelled by all competitors receiving the time of the slowest car.

Saturday dawned as a beautiful sunny northern Tasmanian day. At the time Melbourne was sweltering in 38°C+ temperatures but the intervention of 100 miles of Bass Strait meant that the northerly winds had substantially cooled by the time they struck the northern Tasmanian coast. Nevertheless we were in for a day of high 20's and very low 30's temperatures. The day commenced with a short run over Mount Leslie which is a 3" km short special stage

immediately prior to Hellyer Gorge. The little car ran sweetly through that section with me taking particular care as I drove past Ian Percy's corner. The next stage was Hellyer Gorge which has to be one of the great bitumen stages of the world. Running from north to south it initially has some very open fast country where the little Alpine sees speeds well in excess of 100 mph and it then becomes a very tight twisting gorge road finally opening a short distance before the finish again. The little car was running sweetly through Hellyer until about a third of the way up the climb back out of the gorge when it started to run very poorly as though it was starving for fuel. There is an SOS point shortly after where the vehicle went off song and when we arrived at that I rapidly backed into the SOS point to get off the competing section. Ian Swan happened to be there and greeted me as I leapt from the car to try and diagnose the problem. While not under load the engine revved freely so I leapt back in the car and off we set again. Approximately 2 km later the problem manifested itself again. We staggered to the end of the section having been passed by only one car but in a very ordinary time. We then investigated the matter and discovered that we had very poor fuel flow to the carburettors. Without compressed air we were unable to do anything so we proceeded on to the small town of Waratah. With the use of a tyre pump/gauge we pressurised the fuel lines back into the tank and pressurised the tank. We appeared to have adequate fuel flow again and off we set.

We arrived at Savage River, being the longest and probably the most demanding stage of the Rally, with about 2 minutes of late running time left. We were shuffled up the queue and set off at a furious pace. The first 8 kms or thereabouts were substantially downhill and the car was running fine, however - not for long! The climb back up over the hills into Savage River commenced and so did our gremlins. It got so bad that in the end on a number of occasions we were forced to stop, turn off the engine and then run the fuel pumps with the ignition on but no motor running to refill the bowls of the carburettors. In this way we staggered to the end of the stage but effectively our Rally was over.

Great efforts were made over lunch by Colin Stark and two local Burnie boys who had volunteered to assist as service crew. We commenced the afternoon return of Savage River about 4th last car in the Rally. For the first 15 kms of the return out of Savage River the little car ran fast and sweet with the consequence that we passed the 3 cars that had commenced immediately before us. I was almost starting to believe our problems were solved when

back they came worse than ever. Yet again for the last 7 kms we were reduced to stopping on a number of occasions to run the fuel pumps so that we could proceed. Again we achieved a disastrous time on Savage River.

We staggered back to Waratah and again spent considerably more time blowing the fuel tank lines in an attempt to clear the problem. Our service crew arrived during this process and arrangements were made to take the car back to Burnie and have it put on a hoist to check it further. It was decided to pull out of the rest of the day's rallying. However, once we set off having bypassed two competitive stages it became apparent that the vehicle was running well again. As a result we proceeded directly to the last competitive section of the day, being a hill climb at Wivenhoe. Although we were effectively out of the rally from that point on we were allowed to run at the back of the field. The car ran faultlessly and we subsequently returned it to parc ferme. We all retired to our apartment to lick our wounded pride and deal with a substantial number of lagers that had mysteriously appeared in our fridge.

Sunday dawned gloriously blue and we set off as tail end charlie for the Sunday drive. Due to the expiration of our late running time and our failure to compete on two special stages we were effectively out of the Rally, an hour behind the next closest car on corrected times and therefore out to just have some fun without any risks. The first two competitive sections on Sunday were Oldina and Yolla. Colin and I enjoyed both these sections which were a combination of tight corner sequences and more flowing sections. These two sections were followed by another run through Hellyer. After discussion with Colin we decided to generally have a cruisey day but we were still putting in times that were placing us about 15th on these sections. We then had a long transport to an excellent lunch at the Cradle Mountain Lodge followed by the final two special stages of the Rally. They were respectively a 9 km run on the main tourist road at Moina and then a great run through the Willnot Hills. Half way through Moina both Colin and I smelt the tell tale aroma of coolant. Unbeknowns to each other and without a word being said we both spent the second half of the section watching the temperature gauge more carefully than the road. We finished the section and admitted to each other that we had smelt coolant and in unison indicated that "*But the temp gauge hasn't moved yet*". As that was said it did! We exited control and then rolled with the engine off about ½ km down a hill to a point where the double lines finished. A quick check of the engine bay disclosed a badly split coolant hose in the vicinity of the water

pump. I had had a sense of foreboding at the start of Moina when Colin had told me that the boys were going to load up an FJ Holden with a broken axle to take it back to Burnie. My view was that Murphy's Law would intervene, and we would need the tow truck. It did and we did. In any event, no damage was done to the little car which was duly loaded on to the tow truck after the FJ was unloaded and towed away by some 4 wheel drivers who stopped to assist and we headed back to Burnie for more of the aforesaid lagers.

I have competed in three Targa Tasmanias as a navigator and have never been lucky enough to finish one. This is my second Lactos and the letters DNF sit next to my name for both events. Nevertheless, I have to say that bitumen rallying in Tasmania, in either event, is an experience not to be missed. The roads are sensational, the organisation excellent and the people friendly and helpful. Despite the fact that I am starting to believe that my little car doesn't like overseas trips I hope I get at least one more chance at the Lactos and I truly hope that third time is lucky. All I want to do is finish!

How did others fair?

Until the afternoon stages on the Sunday Andrew Cavalli in his hugely powerful Mark I Escort RS 1600 was having a titanic struggle with Peter Kyriakidis in a similar vehicle. Jeff Beaumont in his 2.4 911S was running third followed by the 1999 winners being David Cooper and Simon Healey in their very fast LC Torana XU1. For the second significantly rally in a row however, Cavalli left the road in spectacular fashion with two stages to go and with a 40 second break on Kyriakidis. This moved each of the cars referred to above up one place and that is how they finished. After the disaster of 1999 there were no injuries in Rally Tasmania for the Year 2000.

Tony Wright and his team are to be congratulated, and supported, for the excellent event that is Rally Tasmania - the Lactos Heritage Rally.



Jim Richards does it again! Grand Prix Rally March 4 - 8, 2000

It would seem that if you were a betting man, then you certainly wouldn't bet against Jim Richards, whether its on the circuit, Targa Tasmania or the Grand Prix Rally. After a year out of the event, due to a clash with his race schedule, Jim Richards this year notched up his fifth win in the Grand Prix Rally.

This year's Dutton Grand Prix Rally saw 215 starters line up in Shepparton on Saturday, March 4, 2000 to commence the 13th running of the event. The number on the start line was up on 1999 and therefore a record field for the now Melbourne-finish version of the event.

Richards in his new Porsche GT3 however did not have the event entirely his own way. Starting poorly in the event with traction problems on the wet DECA surface on Saturday he finished the day a distant (for him) 38th. On Sunday he was the recipient of some red hot competition from Greg Keene also in a Porsche GT3 at Winton with both under the Porsche Cup record lap and only 0.1 seconds separating them. Richards had begun his surge back through the field. Unfortunately for Keene he encountered some engine management problems with the GT3 later in the day which saw the car return to Shepparton on a trailer and his challenge fade. Managing to fix the problems on Monday, Keene returned Tuesday to give Richards a hard time at Calder and at the Ford Proving Ground, but by then it wasn't enough.

By Sunday night, following Winton and the four other driving tests that showcased his mastery of the many and varied aspects of this event, Richards moved to within striking distance of the lead. Ahead in 1st place was Paul Sadler in his Porsche 911RS.

Monday was a bad day for Paul Sadler. A mistake at Heathcote was all it took for him to drop from 1st to 10th and hand the lead in the event to Richards. Back in control all Richards had to do was do what he does better than most - make no errors and perform consistently. Despite challenges by Michael Arundel in a Nissan GTiR, David Brabham in a BMW M

Coupe and a strong fightback by Paul Sadler, it all proved to be in vain. Jim Richards (119 points lost) simply asserted his ascendancy in the event and ran out a clear winner by a margin of 250 points.

Second in the event following a fighting comeback was Paul Sadler in a Porsche 911 RS (369) and Peter Gazzard in a Mercedes Benz E55 (431) tied down third place. Gazzard's performance in the bigger heavier Mercedes was impressive. Perhaps he is now ruing his decision to enter the Mercedes after last year's winning effort in the Subaru WRX STI.

With Targa Tasmania on the horizon, an event which Richards loves, you would have to be brave to bet against him.



The Grand Prix Auction Melbourne Exhibition Centre March 13, 2000

The 5th Official Grand Prix Auction presented by Shannons, conducted against the background of Robert Shannons death seven days earlier, transpired to be the most successful auction conducted to date - if the percentage and value of items sold are the arbiters. The Official Grand Prix Auction is in fact an official event of the 2000 Australian Grand Prix and this year just on 100 carefully selected vehicles provided a display of motor vehicles in the Melbourne Exhibition Centre that would be hard to match.

Several club members had vehicles represented in the auction. Some met with success others were disappointed.

Here is a bit of a cross section of some of the vehicles that sold:

1934 MG PA Sports Roadster	\$28,000
1934 Jaguar SS 1 Tourer	\$133,000
1950 Jaguar MkV 3.5 litre DHC	\$108,000
1954 Jaguar XK 120 Roadster	\$43,000
1954 MG TF 1250 Roadster	\$25,000
1956 Bentley S1 Continental	\$110,000
1961 Aston Martin DB4 SIII	\$65,000
1962 Jaguar Mk II 3.8	\$35,000
1972 Lotus Elan Sprint	\$48,000
1975 Morgan 1600 Roadster	\$40,000
Victoria Number Plate '26'	\$81,000



It's Business as Usual

In a formal announcement on March 28 on behalf of the Board, Craig Brown a Director of Shannons Corporation Pty Ltd, announced that negotiations for the sale of the company's insurance and auction business, which were initiated nearly 12 months ago by Robert Shannon, have been finalised. Royal & Sun Alliance Insurance Limited who have been Shannons insurance underwriter for nearly 10 years have acquired the equity in the insurance and auction business and the Shannons brand. The company will assume control from May 1, 2000.

The acquisition by Royal & Sun Alliance will no doubt ensure the continuation of the special insurance products and services developed for vintage and classic motoring enthusiasts by Shannons. It is expected the company will continue in its present form.

Craig Brown on behalf of the Board said the acquisition "would help Shannons take the next step in its development as Robert Shannon had wished."

Richard Clews, who will be the Royal & Sun Alliance executive responsible for the Shannons brand in its new corporate home from May 1 emphasized, "Shannons' relationship with motoring clubs and associations will continue to be maintained as an important link in the business and social fabric of the organisation".



Restoration Corner Remember this car?

Readers of these pages over the past year or will recall that in February 1997 Mario Lombardi took delivery via the USA of a Maserati 3500GT Spyder which had made its debut at the 1959 Turin Auto Show. Unfortunately, what he received was a bare shell and lots of parts. We have followed Mario's progress with this car over the past 3 years.

The arrival of the 3500 Spyder in February 1997 had followed a tip that a rare early Maserati was available from a collector in the USA. Mario did some detective work and identified three interesting vehicles (totally dissembled but still intact) available in the US.

Mario's research had shown the Spyder was one of two prototypes produced as the forerunner to the "production" Vignale Spyder. Apart from the chassis identification, the car is easily recognisable to a student of the marque as the eventual production version was altered in several minor yet significant aspects. The first 3500 Spyder made its debut at the Turin Auto Show in 1959. Two chassis were given to Vignale - one was No. 505 and the other No. 678. It was No. 678 that Mario obtained.

In March this year, immediately prior to the Australian Grand Prix, Mario got the final part of the jigsaw puzzle that the restoration had become, when he obtained the windscreen for the car. The Maserati 3500GT Vignale Spyder (Prototype) is now complete. The car, pictured above, is truly magnificent. Finished in midnight blue with cherry red Connolly leather the car is equipped with genuine centre-spline Borrani knock-on wires. It is in every way a most beautifully restored example of Vignale at his best. The car is presently in the Richmond showroom of LANCE DIXON - if you have an interest in cars of this type and quality take a trip to Richmond. By the way, if you want to see the other one, you'll have to take a trip to the Maserati museum in Italy. After all, there are only two.

Forthcoming Events



The 24th Historic Winton May 27 & 28, 2000

The Austin 7 Club is once again presenting its 'Historic Winton' race meeting. This year there will be 44 events (27 for cars and 17 for bikes) at this hugely popular event. Competing in the races will be about 300 historic racing cars representing historic racers from the 1920's to the 1970's. In addition there will be historic and classic bikes & sidecars.

Grant Campbell in commenting on this year's event said: "Our feature car for 2000 will be the fabulous ERA of Bill Morris from the UK. Some of you will remember his other ERA which came to Winton a few years ago. We believe this one is just as good and a trip to Winton just to hear this car would be well worth the effort."

On the grid this year will be quite a few club members including: Chris Stephen in the Ford Mustang, Peter Strauss in the Iso Grifo, George Forbes in the Austin Healey Sprite and Phil Schudmak in the fantastic Dees Offenhauser Special. No doubt there will be many others there as well - but that's all I know about at the moment.

Also at Winton will be Peter Giddings in the 1950 Talbot-Lago Grand Prix Car - now that's worth the trip!

If you are not competing in this event, then it would be well worthwhile taking the 200 km trip to Benalla via the Hume Freeway to have a look. The meeting commences with practice on Saturday morning at 9.30 am and racing starts at 1.30 pm. On Sunday racing commences at 9.30 am. Admission is \$5 on Saturday and \$10 on Sunday.

This is one event on the Club calendar that is always a lot of fun to attend, even if you are not competing. Bring your favourite car and enjoy the day or the weekend. An accommodation guide to the Winton area is enclosed with the Supplementary Regulations for the Winter Track Day.



PIARC Sprints GP5 Phillip Island June 3 & 4, 2000

The next round of the PIARC Sprints to be held at the Phillip Island circuit will be on Saturday, June 3 and Sunday, June 4. This is a 'full noise' event with up to 95 db(A) permitted.

As the club is not intending to conduct a track day Phillip Island, we recommend that members who want to drive at Phillip Island attend the PIARC Sprints on both or either of the two days. As we have noted in this newsletter on many occasions the two day events held at Phillip Island are great events and are well worth attending.

The format of the weekend at Phillip Island is a track familiarisation and Practice day on the Saturday, with the Sunday devoted to Sprints. Club members no longer have to join PIARC to take advantage of the Saturday. The Sprints on Sunday comprise a number of multi-start (Super Sprint) events of one standing lap and three individually timed laps. You typically get four to five runs.

Club members need only to produce their Membership cards and CAMS licences in order to participate on both days. For further information and an entry form, call Warren Reid on 0417 873 273

Diary Note

Annual Spring Track Day
Sandown, Sunday, October 29, 2000

Contrary to what appeared in the Annual Calendar of Events for 2000, the date of the Annual Spring Track Day at Sandown has been changed FROM, Sunday, October 15 TO Sunday, October 29, 2000. The change in dates has arisen as a result of changes in the horse racing dates necessitated because of the Olympics. This means the club track day will now be the Sunday AFTER Historic Sandown and not the week before. Hopefully everything will get back to 'normal' in 2001.



2000 Winter Classic Rally Ballarat Light Car Club June 10 to 12, 2000

As those of you who may have competed in any of the previous three Winter Classic Rallies you will be pleased to learn this year's event, now into its fourth year, will be conducted over the Queens Birthday weekend once more from June 10 through June 12, 2000

Although the Supplementary Regulations have yet to be released it is understood that the event headquarters will once again be at the Blythwood Grange Conference Centre, which for the purposes of this event is conveniently located just on the edge of Ballarat.

This year's event will follow a similar format to previous years. Registration and a navigators briefing will occur on the Friday evening at the club rooms of the BLCC. The event will get underway the next morning. Each of the three competitive days will follow the same format, viz:

- Breakfast from 7.00 am
- special event
- touring section
- mid-morning special event
- touring section
- lunch section with one or more special events
- touring section
- final special event
- Evening dinner each night, including the presentation dinner at 7.00 pm on the Monday night.

Where will you be each day? One day will involved travel west of Ballarat and return; one day south east of Ballarat and return and one day will involve 2 half-day loops from Ballarat with lunch at the BLCC clubrooms at Ballarat airport.

The Winter Classic Rally has been a special event and one worthy of your support and certainly has been

successful in attracting a lot of entries from this club since its inception.

If you are interested in participating in this event which has set its objective as being "the best organised and the best value for money Classic Rally in Australia" then you had better act quickly. An Event Registration Form is included with the inserts to this newsletter and it contains information of costs and how to go about entering the event. All enquiries should be directed to Alan Ballard, Event Secretary, PO Box 400 Ballarat 3353 Phone (03) 5332 2109 (AH) or (03) 5327 9232.(BH answer machine)



Gold Coast Tourist Trophy 3 days of closed stages on the Gold Coast August 9 to 13, 2000

In a media release made in the past few days the organisers of the much heralded Gold Coast Tourist Trophy had this to say about their event:

Organisers are now accepting applications for entry in the inaugural Gold Coast Tourist Trophy tarmac motor rally. Entry in the four day long rally is open to all road-registered vehicles, but is intended to showcase the sporting history of the motor car through until present day.

The event starts on August 9 with a prologue day at Southport, on the Gold Coast, to determine the starting order for three days of competitive tarmac stages. Headquarters will be the Crown Towers Resort in Surfers Paradise. Competing cars will be on display each night in a 'parc loose' at a prominent central location.

There will be six entry categories in the Gold Coast Tourist Trophy:

- historic vehicles from 1900 to 1950 and 1951 to 1965;
- classics from 1966 to 1976; modern from 1977 to 1986,
- contemporary from 1987 to present day; and

- four wheel drives.

Turbocharged vehicles are eligible, but must be fitted with a restrictor.

The starting line-up will be limited to 120 entrants, however a non-competitive tour will be held to coincide with the rally for owners of classic cars who do not want to over-stress their vehicles.

Sponsorship for the inaugural Gold Coast Tourist Trophy has been secured from

- Crown Towers Resort,
- BMW-MG-Landrover dealers Bruce Lynton Group,
- Internet service provider On-The-Net.com,
- Rent-A-Shed Gold Coast and
- software group Hexcom.

Negotiations are continuing with other sponsors who will be named soon.

Event director Stuart Roberts says the Gold Coast Tourist Trophy was conceived after several approaches from Queenslanders who felt there was a gap for this type of event in the state. Roberts is a past sporting director of an international tarmac motor rally in New Zealand and has extensive background in rally and rally sprints as a driver and co-driver.

The Gold Coast Tourist Trophy has the support of the Gold Coast City Council and the Beaudesert Shire Council, on whose roads the event will be run. The route has been finalised in recent months and a permit number has been issued by CAMS.

Prospective competitors who would like further information about the event are invited to seek a formal invitation from the organisers at the following address: The Gold Coast Tourist Trophy, PO Box 7566, Gold Coast Mail Centre QLD 9726, Australia, fax: 0-7-5537 1998 or by email: goldcoasttt@onthenet.com.au

For further information, please contact: Robert Stockdill, Publicity & Media, tel: +64-9-489 3380, fax: +64-9-489 2954, email: robert@slice.co.nz

There have been a few rumours floating round concerning the future of this event and whether it was actually going to get off the ground. Despite the fact that it was first scheduled to happen more than two years ago, it would now appear almost certain that the event will go ahead.

Having spoken to the Event Organisers it would appear as the Press Release above points out that Entry Fees are now being accepted, a CAMS Permit Number for the event has been issued and that everything is on track for the event to get underway. If you are really interested I have enclosed with this newsletter an "Official Entry Application Form"



MELBOURNE MILLE 2000

A Mille Miglia Retrospective

November 1 to 4, 2000

sponsored by Chrysler Australia

Following in the footsteps of the highly successful inaugural MELBOURNE MILLE 1999, the MELBOURNE MILLE will be back again this year with a new route and a new logo. Not only that the event will take a huge step forward with sponsorship forthcoming from **Chrysler Australia** whose US counterpart have been significant sponsors of the MELBOURNE MILLE's sister event the California Mille which is due to be run this year from April 30 to May 4, 2000.

In keeping with the association with the famous California Mille, the Event Director Martin Swig of that event will be joining the club sub-committee which is responsible for the organisation of the MELBOURNE MILLE: *Amici australiani della Mille Miglia* Whilst the format of last year's successful event will be retained a new route has been planned for 2000. For those not familiar with the event we have provided the outline below.

The Event:

The MELBOURNE MILLE is the sister event to the famous California Mille, which is part of the worldwide group of Mille Miglia retrospectives ie. Italy, California, Argentina and now Melbourne (Australia).

The MELBOURNE MILLE brings together an exciting range of rare, unique and unusual vehicles, manufactured between 1927 and 1957 (including model run-ons) for a relaxed, non-competitive tour, of fun and adventure on the best Victoria can offer in terms of stunning scenery, outstanding food, wines and accommodation and of course challenging all-tarmac roads.

Specifically, the MELBOURNE MILLE offers the owners of classic sporting cars, which could have competed in the Mille Miglia, the opportunity to:

- Tour the best roads of Victoria experiencing first class meals, wines and accommodation.
- Enjoy your classic car at the pace you want, while seeing Victoria at its most beautiful (late Spring).
- Enjoy the opportunity of touring in the company of a unique assembly of rare and beautiful classic sporting cars
- Enjoy the experience in the company of like-minded people.
- Straightforward navigation, pre-arranged lunch stops.
- Tarmac back roads offering challenging motoring and a 1000 mile adventure.
- Overnight stops at first class venues include pre-dinner drinks and quality meals and wines, with ample opportunity to exaggerate on the day's events.

Nothing Extra to Pay!

When you think about what other events really cost after adding in the entry fee, cost of meals three times a day, wines and refreshments each evening, accommodation and other ancillaries, costs can often get away from what you anticipated. The MELBOURNE MILLE entry fee is all inclusive and covers:

- Your accommodation (the best available) for five (5) nights
- Your meals - breakfast, lunch and dinner (including selected wines with dinner).
- Luggage service.
- Limited support of a travelling mechanic and recovery vehicle.

So from start to finish you only need to pay for your petrol and personals.

The Route:

The MELBOURNE MILLE will be a non-competitive tour, at your pace, over approximately 1000 miles of Victoria's best roads. The 1999 event started in Melbourne, with overnight stops at Lakes Entrance, Mt Buffalo, Mt Bulla and return to Melbourne.

The course will be altered slightly each year so that the following year is not a repeat of the previous route.

Tentative dates and route – subject to confirmation at this early stage:

Date	Event Day	Schedule
Tuesday October 31	Welcoming	Welcoming Dinner
Wednesday November 2	Day 1	Metropolitan Area to Lakes Entrance
Thursday November 2	Day 2	Lakes Entrance to Mt Buffalo
Friday November 3	Day 3	Mt Buffalo to Mt Bulla
Saturday November 4	Day 4	Mt Bulla to Melbourne Final dinner and celebration

Entry Requirements:

The MELBOURNE MILLE is intended for cars manufactured between 1924 and 1957 and some model run-ons. Australian based entries must be members of a CAMS affiliated club and hold a current Level 2 CAMS licence or superior. Membership of the Maserati Club of Australia (Associate membership \$31 after June 30) and appropriate CAMS licences can be arranged by the club. Entries will be accepted on a first come first served basis, as the field will be limited to a compatible group.

Entry Fee:

The Entry Fee for the MELBOURNE MILLE is **A\$2,750 + GST all inclusive** for two persons (twin-share). The only extras are petrol and personal requirements.

Date:

The inaugural MELBOURNE MILLE will commence on Tuesday, October 31st 2000 starting with registration and pre-event dinner, finishing on Saturday, November 4th, 2000 with final dinner and celebration.

Interested?

The Supplementary Regulations and the Official Entry Form for this event will be issued with the next issue of this newsletter, but will be available via the club website at www.maserati.org.au from the beginning of May.

As all participants are lodged, wined and dined in the same location - field size is necessarily limited. Expressions of interest in the event are encouraged to secure a place. Entries will officially open on June 1 and close on September 8, 2000.

To register your interest now or to obtain further information contact:

Max Hobson, MELBOURNE MILLE

20 Lalor Street, PORT MELBOURNE

Phone: (03) 9645 4588

Fax: (03) 9645 4590

e-mail: melbournemille@hotmail.com

Bits 'n Pieces

- The first big event of the year was the Rallye de Bordeaux, which Ian and Val Swan of the HRA do such a consummate job with each year. The flavour of the event this year was made a touch more exotic with **Peter Washington** and his unusual Grayson Roadster powered by a thundering Chev 5.8 litre V8. One of the participants in the rally, telling someone else about the car, (which incidentally ran at Targa one year) had this to say: *"There was a convertible in the field based on a Ford Customline chassis. From behind it looked like a Chevy Stringray; from the front, like an E-Type Jag and from the side like 19ft of bad taste and I would love to have it!"*
- **Peter Strauss** made his debut in the 1967 Iso Grifo at the Phillip Island Classic historic races in March. The car looked an absolute picture, but did not fare too well going around corners. Peter had a lot of help from **John Harvey** getting the car right - looks like they still have a bit of work to get it performing the way they want it though. Incidentally power and gear box were courtesy of another Iso that managed to set the Sb class record at Phillip Island. With the Grifo around 400 kg lighter than the other Iso you can expect it to really fly when the handling is sorted out.
- The usually meticulous **Chris Stephen** was doing a great job in the last race at Phillip Island running a strong 2nd place in the feature Nc race. The cars disappeared from view, but no Chris Stephen. He eventually appeared but running back a place as a result of a 'whoopsy' coming out of MG - seems even the best are error prone occasionally.
- The new GTP Nations Cup due to get a start in Adelaide this coming weekend will feature a couple of club members driving Dodge Vipers - **Rusty French** and **D'Arcy Russell**. Seems they were both in the US for about a month getting the cars and getting them prepared. Following their delivery in a form of race readiness in Phoenix, AZ, they determined the best course of action would be to drive them back to LA prior to shipping them back to Australia. Great fun no doubt! Too much fun it seems and D'Arcy Russell had to use his best salesmanship skills to avoid the State Police from locking him away for a long, long while!
- One car that's well worth a look is the gorgeous red Dees Offenhauser Special which has been imported from the US by **Phillip Schudmak**. Phillip had the car at the Phillip Island meeting but is also due to take to Winton in May for the historic.
- Seen at the Melbourne International Motor Show this year was long-time Ferrari Club member and bon vivant **Bill Prouse**. A devoted Ferrari man and former President and Secretary of the Ferrari Club, Bill was giving Lance Dixon a hand. If you think he was spending time on the Ferrari stand, you're wrong. Bill was actually fielding questions from those wanting to know more about the new Maserati 3200GT on Dixon's Maserati stand. Bill must have been impressed: *"I really like the car!"*
- **Mario Lombardi**, the club's resident Maserati guru has moved premises. You will no longer find him at Sydenham Street in Highett. He's moved to 248 Coolart Road, Somerville. If you need to contact Mario you can reach him on his mobile for the time being: 0412 377 224 or (03) 5977 5898
- There were some great performances put in at the recent Victorian Motor Racing Championships at Sandown, including that of committee member **David Floyd** who was Secretary of the Meeting. Apart from a torrid battle in Group N, there was a very quick Mazda running round in the Sport Sedans who put in a few very quick laps - how does 1:18.20 sound?
- We've shown it in the calendar just because so many club members end up going along ... but on Friday, May 5 we plan to have a **Targa Farewell lunch** once again at John Fitzpatrick SWALLOWS HOTEL. Now, there is no club booking slip, nor is there any formality whosoever associated with the day. If you intend to have lunch give John Fitzpatrick a call at **The Swallows (03) 9646 2746** to give his kitchen some notice. If you're going on Targa then we expect to see you there ... if not, come along anyway. Remember this is a great opportunity to drink the club wine.
- By the way if you or a friend or colleague would like to help the club out at either Winton or Sandown at the club track days there later this year - particularly Sandown - then we are looking for volunteers to help out as **Flag Marshalls**. We would really appreciate a hand - call John Aust on (03) 9836 2495.

Do you want to go racing?

The Ultimate Team Event

The 2000 Six Hour Relay Race September 9 & 10, 2000 Registration of Interest

The Marque Sport Car Association's 6 Hour Relay race will be held this year at Winton on Saturday (Qualifying) and Sunday (the race) on September 9 & 10, 2000 - and that's definite. As those of you who were in the club team in 1997, 1998 or 1999 are well aware, this is a great event ... no matter whether you drive or act as an official.

For this year's event the club intends to run at least three teams. Expressions of interest received for TEAM MASERATI so far include:

Drivers

Ojars Balodis, 1986 Porsche 944 Turbo
Mark Connolly, 1995 Porsche 968CS
Colin Goundrey, 1986 Mazda RX7
Andrew Gregory, 1996 Maserati Ghibli Cup
Barry Finlay, 1980 Lotus Clubman
Danny Jonas, 1986 Mazda RX7 Series IV
Winston Kim, 2000 Porsche GT3
Tony Moodie, 1980 M635CSi
James Moodie, 1970 Ford Escort Twin Cam
Andrew Ogg, 1970 Ford Escort Twin Cam
Glenn Read, 1976 Torana LX
Peter Washington, 1987 Toyota MR2

Officials

Ashley Johnson
Selwyn Hall
Alan Michael
John Aust
Kath Ogg

Special thanks to those who have elected to register early ... particularly those who are registering as Officials - this event can't work without Officials, so if you can plan to have this weekend in September at Winton, we'd love to have you as part of our team. The Club will consider more than three teams only if we have definite starters and the necessary officials to support them.

Thinking of Driving?

Looking ahead at the calendar for this year there are one or two conflicts with the date: the HRA South West Classic Rally & V8 Supercars Queensland 500. So if your motor sport AND business calendar has a blank spot at this time of year, then register for the event.

To drive in the event, you must:

- have a CAMS Level 3 circuit competition licence or superior;
- have a CAMS log book for a Category 2, 3 or 5th category vehicle.

Both of these items are relatively easy to obtain and if you are starting out in motorsport you have plenty of time between now and the event.

We need a lot more officials!

To be an official you must be able to attend on both days. No previous experience is required. Each team requires a minimum of four officials to assist in such tasks as marshalling team cars, timing, lap scoring and team management. The capacity of team officials to manage the performance of their cars on and off the track is a critical success factor in this event.

What does it cost?

To participate in the event as a driver the cost will be ca \$375 this year which takes into account the increased garage space cost experienced in 1999. This estimate which hopefully is on the high side includes estimates of the cost of the entry fee, purchase of competition numbers, hire of Dorian transponders, garage hire, catering and race-day fuel costs. It does not include costs of meals and accommodation or the costs of private practice on the Friday prior to the event. Officials will be asked to meet their costs of accommodation, but will be provided lunch at the circuit on both days.

Sponsorship

The club is always anxious to defray the costs of participation in motor sport. If you or one of your colleagues are interested in sponsoring or part-sponsoring TEAM MASERATI shirts and polo caps for this event, please do not hesitate to let me know.

The Next Steps

To get three or more teams to the grid in September 2000 with the necessary support officials we have to start our planning now to ensure that we can lodge and pay for the team entries by the end of June. To do this we plan to run to the following schedule:

- Registration of Interest, closes on **April 30, 2000**
- Request for payment of Entry Fee, mailed by **May 7, 2000**
- Nomination of Club Teams, May 31, 2000
- Lodgement of Team Entries and Fees, June 30, 2000
- Team Meeting 1 prior to July 31, 2000
- Team Meeting 2 (if required) about two weeks prior to the commencement of the event.

If in doubt, pull out early ... or don't enter

In the event that more registrations are received than team places are available, a reserve list will be created and every effort will be made to ensure that the persons affected are given a place in an existing team, or that additional teams are created. It needs to be recognised that this is a TEAM event and late withdrawals impact significantly on other members of the team ... so if you are considering entering this event, please make sure that you and your car are in a position to be on the grid for practice/qualifying on the Saturday of the event.

Register your interest before April 30

To register your interest in participating in this exciting event as either a DRIVER or as an OFFICIAL then complete the "**Yes, I'll go Racing**" flyer enclosed and return it by fax or by mail as soon as possible - but certainly prior to April 30, 2000.

For the Record

Annual General Meeting

January 24, 2000

The club held its customary brief AGM this year once again at Bell's Hotel. Retiring members of the Committee Mario Lombardi and Jonathon Sheiman were thanked for their contributions during 1999 and the new Committee members David Floyd and Alison Rose welcomed. The Treasurer, Andrew Gregory reported the club was in a healthy financial position and that a modest surplus had been earned for the year, ensuring the club had sufficient working capital to finance its program of events for 2000. Copies of the financial report are available from the Treasurer Andrew Gregory.

The President thanked the 1999 Committee and the many members who volunteer assistance for their hard work during the year and expressed confidence that the incoming Committee would continue to provide members the continuing high standard of service that had been established in recent years.

Maserati

The Club Library

If you would like borrow a book from the Library, or if you would like to donate a book, then please contact John Aust on (03) 9836 2495.

Current titles include:

- Cancellieri, Gianni & Cuchi Antonello "*Maserati Catalogue Raisonné, Volumes I and II*" Automobilia, Italy, 1990
- Clarke, RM "*Maserati: 1970-1975*" Brooklands Book Distribution, UK
- Clarke, RM "*Maserati 1965-1970*" Brooklands Book Distribution, UK
- Hall, Andy "*Maserati 250F A Technical Appraisal*" Haynes Publishing, 1990
- Orsini, L & Zagani, F "*Maserati: A complete History from 1926 to Present*" Libreria Dell'Automotive, Italy, 1980
- Pasini, Stefano "*Lamborghini Catalogue Raisonné*" Automobilia, Italy, 1984
- Pitt, Colin "*Maserati Sports Racers*" Unique Motor Books, UK, 1999
- Pritchard, Anthony "*Maserati: A History*" Douglas David & Charles, 1976
- Pritchard, Anthony "*The Maserati 250F*" Aston Publications, 1975
- Road & Track "*Maserati 1952-1974*" Brooklands Book Distribution, UK
- Sparrow, David & Ayre Iain, "*Maserati Heritage*" Osprey Classic Marques, 1995

Get better soon, John!

A day or so following the Australian Grand Prix, popular club member John Cooke was taken suddenly and seriously ill and admitted to hospital. A former test pilot, who has flown everything you can think of, this was John's first crash landing! Although still in hospital, I am happy to report that John has begun the long road toward recovery. We look forward to seeing both John and Lisa at club events later in the year.

Membership Renewal?

This is your last copy of the Newsletter!

If you are one of the 40 or so that has yet to renew your subscription with the club, then I must advise you that this will be your last copy of the club newsletter.

We don't want to lose you but we have done our best and mailed you a renewal and a reminder - so it's up to you.

In response to a number of requests for Membership Application Forms we have enclosed the New Member Application for 2000. Those of you who have a friend or colleague who would like to join the Club, please pass it on to them.

The Club Web Site

www.maserati.org.au

For those of you with an interest in the web, the club's website has undergone some significant changes in the past three months. The most important change of course is simply to update the site so that information about forthcoming events in 2000 is up to date. Such is the rate of change in motorsport however, keeping up with the changes can sometimes be quite daunting.

Throughout the year you can access the site to check event dates, download entry forms for both social and track events, check out your times at recent club track days or access information and reports concerning other events of interest. To keep tabs on what has changed at the site since your last visit, simply check out the "Recent Updates" page which can be accessed from the 'Welcome' page which greets you when you enter the site.

The most significant change to the site, as opposed to 'most important' is the amount of new photographic material.

Photographs of Your Car in Action

The web site provides an opportunity to display photographic material of the very wide range of marques represented in the club. These photographs may have been taken at club track days or at competitive motor sport events such as Targa Tasmania or Classic Adelaide. So that you can find photographs of your car, if they have been taken at an event, simply access the event in question via the 'Track Day Gallery' or the 'Tarmac Rally Gallery' and you will find the photograph amongst those taken at the event in question.

The Marque Car Gallery

As the number of photographs of club members' cars has increased we have felt it would be appropriate to provide a means of centralising access to some of this photographic material. To give effect to this we have created a 'Marque Car Gallery' which as the name implies is a compilation of photographs for a particular marque taken across a series of different events. Whilst some marques are not particularly well represented (must be photographer-shy) others are, eg: Ferrari, Jaguar, Porsche.

The Maserati Gallery

As a service to those with an interest in Maserati, the club has begun to extend the site to include photographic material and specifications for both Maserati road and race cars. Presently more than 100 Maserati road and race cars are listed on the site in either the Maserati Road Car Gallery or the Maserati Race Car Gallery. For each vehicle (road and race cars) we have created a photographic gallery which contains (in most cases) photographic material of each car. Presently we have photographic material for nearly all production cars built since 1953. Naturally photographic material on cars built prior to this period is harder to obtain, but nonetheless the site does have quite a range of colour photographs of early Maserati race cars.

Associated with the Gallery for each vehicle is a 'Specification'. The Specification page contains a black and white photograph of each Maserati vehicle (with the exception of a few very rare model variants) and space to include the vehicle specification. Presently, just about every Maserati vehicle ever made is represented. The next stage of development is to include the detailed technical specification which will also include some information on the numbers built and the history of the model or 'tipo' in question.

We want your photographs

If you have photographs of your car in action at club or other events, don't be shy send them in. We will scan them for use on the site and of course return them.

Thanks to the assistance of Ross Coles we hope to have photographs of cars in action at the Grand Prix Track Day up on the web before too soon. Perhaps you will be there!

The Ultimate Motoring Weekend

Carmel, Monterey & Laguna Seca
August 18 to 20, 2000

If you are interested in things automotive, then this must be the ultimate motoring weekend - especially this year if you have an interest in Maserati race cars of the 20's, 30's, 40's, 50's and 60's.

15th Concorso Italiano

To be held at Quail Lodge on Friday, August 18 and run by MIE's Frank and Janet Mandarano. The honoured marque this year is Maserati and includes a special tribute to Maserati Spyders. Occupying the 'Green' at Quail Lodge will also be a major concours for Ferrari, (including a special 25th anniversary salute to the Ferrari 308) De Tomaso and Lamborghini (35th Muira Reunion) plus a massive display by the more than 100 concessionaires. If you have an interest in Italian cars, this is the place to be. Further information on: www.concorso.com

50th Pebble Beach Concours d'Elegance

On Sunday, August 20 at Carmel this is the 50th year of this event. There will be a reunion - the best of the best for the past 50 years including past Best of Show winners. A special class of significant Maserati will be included as well as some special 'styling exercises' from Italdesign and Pininfarina. This is simply the event against which all other concours are judged. You can obtain more information on: www.pebble-beach-concours.com

27th Monterey Historic Automobile Races

Held at the famous Laguna Circuit near Monterey the track is the home of the 'cork-screw', Maserati is the featured marque this year and it is anticipated that the many jewels from Maserati's racing history will be on display for all to see - complimented by special displays by Maserati North America. The historic races commence on the Friday and continue over the weekend on both Saturday and Sunday. Saturday is usually considered the best day to be there, particularly if you want to put time in at Concorso Italiano or Pebble Beach. For further information try: www.laguna-seca.com

If you have the opportunity to be in California at this time, then don't miss this weekend!

New Members

The Club is pleased to welcome 22 new members since the beginning of this year.

Baker, Andrew	ST KILDA VIC
Dharumasena, Des	FERNY CREEK VIC
Dillon, Anni	CARLTON VIC
Doherty, Peter	PORT MELBOURNE VIC
Fitzgerald, Peter	IVANHOE VIC
Floyd, Peter	EMERALD VIC
Francisco, David	THORNBURY VIC
Haymes, Graeme	MORDIALLOC VIC
High, Susan	BRIGHTON EAST VIC
How, Bob	LANGWARRIN VIC
Jorgensen, Drew	TEMPLESTOWE VIC
Jornet, Salvador	SCORESBY VIC
McCarthy, John	BRIGHTON VIC
Morgan, Frank	WHEELERS HILL VIC
Morter, Brendan	WEST ST KILDA VIC
Mulcahy, Paul	NARRE WARREN VIC
Peter-Budge, Bryce	WILLIAMSTOWN VIC
Pethard, Bob	BLACKBURN VIC
Shortland, Michael	BUNDOORA VIC
Templer, Andrew	PARK ORCHARDS VIC
Van Summeren, Colin	SEAFORD VIC
Woo, Andrew	TEMPLESTOWE VIC

On behalf of the Committee and members we welcome you to the Club and look forward to seeing you at Club events.

2000 Committee

Maserati Club of Australia, Inc.
PO Box 6058 CROMER VIC 3193

President	Jim Reark	9583 7675
Vice-President	Carol Williams	9745 2700
Treasurer	Andrew Gregory	9560 8999
Secretary	John Hardy	9387 8229
Committee	David Floyd	9509 1392
Committee	Alison Rose	9384 6437
Past President	John Aust	9836 2495

The Committee meets on the first Monday of every month (other than public holidays, when it's the 2nd Monday) at 6.30 pm at Bells Hotel & Brewery at 157 Moray Street, South Melbourne. Any member is welcome to attend. The next meeting is Monday, May 1, 2000