



It's off to Winton!

This newsletter should arrive a day or so before the weekend of Sunday, September 10, 2000. Unfortunately it has been somewhat delayed, being overtaken by other events. If you don't have anything planned for this weekend then there are plenty of choices. You could of course stay home and watch the thrust and parry of the V8 Supercars in the Queensland 500, have some fun in the HRA Southwest Classic, take a trip to watch the Arthurs Seat Hillclimb or better still come and support the three club teams that are going to do battle against some 35 others at the Winton 6 Hour. With the Olympics taking centre stage in another week or so, the next club event is not on until October 29, 2000 when its time for the Annual Spring Track Day at Sandown. This will be followed by the President's Day, the Bathurst Junk-et and the Xmas Lunch. There are plenty of things happening in between. Just have a look inside.

Annual Spring Track Day

Sandown

Sunday, October 29, 2000

Unlike previous years the Annual Spring Track Day will be held at the end of October on Sunday the 29th. This somewhat unfortunate state of affairs has been brought about due to a change in the VATC Horse Racing calendar, so that the usual date of one week prior to Historic Sandown is not available this year.

The date also brings some unfortunate coincidences of timing. The Annual Spring Track Day will this year coincide with Classic Adelaide and with Targa New Zealand.

By Sunday, October 29 however, we should be well and truly into Spring and with no other event conflicts in sight, the Annual Spring Track Day will no doubt be well attended as usual. So it makes sense to get your entry in early - doing that will save you some money as well.

Entries

The Supplementary Regulations and the Official Entry form for this event are included with the inserts in this newsletter. You can also download a copy of the Supplementary Regulations and Entry Form from the club website: www.maserati.org.au Please note that in order to participate in this event you will need to have a current CAMS Level 2 or superior licence.

Also note that it is now a requirement that you also present your Competition Record at Documentation - that's the WHITE booklet CAMS gave you at the time you got your licence. Also, if you have a log book for your car then this should be presented at Scrutineering.

(Continues on page 2)

President's Day, 2000

Concours of Great Marques

Howe Reserve & Swallows Hotel

Sunday, November 5, 2000

As noted in the last newsletter, President's Day this year will once again be held at the Howe Reserve adjacent to the Swallows Hotel, in Station Street, Port Melbourne. We are taking the opportunity to give you early notice of this event as we hope you will make an effort to be there on the Sunday, before Melbourne Cup Day this year.

Concours of Great Marques

Once again, given the diversity of the marques and ages of vehicles owned by members and friends of the club, we expect to see a wide range of cars. It would be great if you could bring your car and participate on this day. The President's Day provides club members and friends the opportunity to showcase cars, both venerable and new in a relaxed informal atmosphere. It provides members and friends the opportunity to examine at close quarters the many great marques and models represented on the day.

As announced previously, the club will once again provide a range of special 'glass art' trophies for the Concours participants. These magnificent trophies include:

The President's Cup

Awarded by the Judging Panel to the "Car of the Show"

Race Car

Best Race Car of any period

Vintage & Veteran

1946 or prior

Historic

1947 to 1964

Classic

1965 to 1981

Modern

1982 to 1998

Contemporary

1999 and later

Annual Spring Track Day

(from page 1)

An important change for this event is the requirement for each vehicle to have a 'blue triangle' affixed to the bodywork to indicate the position of the battery. **This is a new requirement for this event.** Whilst the club has some of these in stock, please do not rely on the club to provide you one of these on the day.

Whether you have track experience or not, Sandown has proved itself to be a popular circuit for both newcomers and experienced drivers alike. We hope to see you there!

Catering

The Club will be providing a choice between a Gourmet BBQ or simple fare from a "Club Canteen" in the pits. The Club Canteen will be providing fast food throughout the day. **From 8.30 am we will have hot food, coffee, tea, soft drink, sandwiches etc available for purchase.**

Spit Roast Lunch

At lunchtime (from 12.00 noon) the Club will be offering a **Spit Roast Lunch**. Admission will be by pre-paid ticket only. There are no concessions for children. As the number of places is limited, **booking for the Spit Roast Lunch is ESSENTIAL**. Cost is \$20 per head. Places will only be guaranteed to those who book using the Official Entry Form, with payment included, prior to the event.

Entry Forms

An Official Entry Form, Supplementary Regulations and a reply paid envelope are enclosed with this issue. **Entries at a Fee of \$100 for financial members of the Maserati Club (\$120 if you are not financial) will be accepted after Monday, October 16, 2000, up until the day prior to the event.** Entries may be sent by fax provided they are accompanied by credit card details. On day entries (that is Entry Forms not completed and received until the actual day of the event) will be subject to the higher rate as shown on the Entry Form.

Something for everyone

Sandown is a great track and provides a perfect testing and learning environment for drivers at all levels. The field of entrants, will be grouped into four classes of comparable speeds, to minimise overtaking and promote a safe controlled environment. The Annual Spring 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.

President's Day

(from page 1)

Marque Trophies: For each marque with three or more cars represented special Marque Trophies will be awarded, eg Best Maserati, Alfa Romeo, Aston Martin, Bentley, Ferrari, Jaguar, Lotus, Lamborghini, Porsche, and others depending on the level of representation.

Remember, the President's Day 2000 Concours of Great Marques is an event that is open not only to members of the Maserati Club, but to members of other car clubs as well - if you have friends with interesting cars, encourage them to come along. There is a small entry fee for the concours (\$10) to contribute to the cost of trophies on the day.

You don't have to enter the Concours

If for some reason you do not want to enter your car in the Concours, that's OK, just bring it along anyway and park it with all the others on display in Howe Reserve. Whilst you may not be eligible for any trophies and prizes on the day, you will at least add to the spectacle of assembled vehicles.

It's a family day

The President's Day is intended to be a family day. A day on which you can bring your family and friends and display your car or enter it in the concours. You can picnic in the park or reserve a place for lunch at the Swallows - it's up to you. The most important thing is to come along and bring your car and friends with you.

Entry Form & Lunch Reservation

An entry form for the Concours of Great Marques and for lunch at the Swallows is enclosed. Those persons entering a vehicle in the Concours will be given preference in securing a reservation at the Swallows.

We need Officials!

If you are planning on attending the Annual Spring Track day, then we could do with your help as an official if you are not planning to drive. To help the event run smoothly we are looking for persons who would like to help as Flag Marshalls on the day. If you can help give John Aust a call on (03) 9836 2495,

H6 OUR 2000

The Winton 6 Hour Winton Motor Raceway September 8 to 10, 2000

This year's Winton 6 Hour promises to be the best yet. It also appears to have been taken more seriously, by some, than in recent years. Getting advance information in an event of this type is of course quite difficult, given that it is not until the free practice day on Friday that one begins to develop some appreciation of who is actually going to be present in the event. This year is no different.

But, based on what we do know there will be six teams representing Porsche at this year's event. Three of those teams will be present under the Weltmeister label, a well-known and highly regarded Porsche race-tuning outfit in Melbourne - they have apparently assembled three teams from their extensive base of Porsche clients. Then there is Porsche Australia who as part of a renewed emphasis on motorsport at this level will be managing a further three competitive teams one of which will be a GT3 team, another comprising RS's and the third a combination of other 911 models. Experience has shown however that the best dressed or the quickest teams, at least in terms of outright performance, don't necessarily win at this testing event. We will of course have to wait and see.

Following some good finishes in recent years the club is looking to the forthcoming event to go one step better this year. Following a great second last year, the task is not impossible and in fact our experience in the event should ensure that we have a great chance of actually taking that necessary 'next step' and place our feet squarely on the top step of the podium. Well, we'll be trying anyway.

The event gets underway this Friday with 'free practice', Qualifying on Saturday and the race itself commencing at 10.00 am on Sunday morning. If you have nothing on, come along and give us a cheer, I can assure you that we will all be giving it our best shot.

The Club teams for the event are as follows:

19 TEAM MASERATI - RED		Jim Reark (Mgr)
19A	Ojars Balodis	Porsche 944 Turbo
19B	Len Cattlin	Ford Mustang
19C	Steve Phillips	Honda Integra 'R'
19D	Jeff Beaumont	Porsche 944 S2
Team Officials:		Gayle Cattlin
		Ian James
		Joan James
		John Mc Niece

All four members of MASERATI RED have run in previous Winton 6 Hour's so this team has some solid experience on its side.

20 TEAM MASERATI - WHITE		Greg Aimers (Mgr)
20A	Tony Moodie	BMW M635i
20B	Jack Klaver	Ferrari 308GTB
20C	Andrew Gregory	Maserati Ghibli Cup
20D	Peter Washington	Toyota MR2
Team Officials:		Eddie Fontana
		Selwyn Hall
		Alan Michael
		Esther Michael
		Greta Young

All but one of the MASERATI - WHITE team have run in previous events and two of the four in the BLUE team have run in previous events. The BLUE team is eligible for under 2 litre and pre-1970 awards.

21 TEAM MASERATI - BLUE		Tom Snooks (Mgr)
21A	Andrew Ogg	Escort Twin Cam
21B	James Moodie	Escort Twin Cam
21C	Barry Finlay	Lotus Super 7
21D	Mark Connolly	Fiat 124 AC
Team Officials:		John Aust
		Colin Goundrey
		Ashley Johnson
		Kath Ogg

The three club teams may not be the quickest at this event, but each is well balanced and given a fair share of luck and reliability should do well.

Maserati Club of Australia, Inc. - 2000 Winter Track Day
dnr = did not run
WINTON Motor Raceway
Sunday, June 25, 2000

#	Driver	Make & Model	Practice Session	Timed Session
34	BAIL TONY	Lotus Elise	1:49.93	1:45.59
9	BEABLE JEFF	Nissan GT-R Vspec N1	1:39.70	1:40.76
50	BEDGGOOD BARRY	Nissan Pulsar GTiR	1:54.16	1:52.61
26	BEDGGOOD BRETT	Porsche 911 2.7	1:42.65	1:42.04
37	CASE BERNARD	Mitsubishi Lancer GSR	1:54.68	1:51.62
48	CASE MICK	Porsche 911S 2.7	1:57.60	1:54.40
41	CASE ROBERT	Alfa Romeo GTV	1:56.82	1:56.08
30	CATTLIN LEN	Ford Mustang Fastback	1:38.01	1:37.28
46	COLLIGAN AARON	Toyota Corolla	<i>dnr</i>	<i>dnr</i>
17	DALE ADAM	Jaguar XJ Sprint	<i>dnr</i>	<i>dnr</i>
61	DANNOCK STEPHEN	Lotus Elise	1:43.25	1:42.54
39	DARWIN DAVID	Nissan Skyline GT-R	1:49.45	1:48.86
12	DELLACA ANDREW	Morris Cooper S	1:51.11	1:49.38
62	DEMAS ARTHUR	BMW Z3 2.8	2:05.85	1:57.95
33	DHARUMASENA DES	Subaru Imprezza WRX	1:42.28	1:42.06
4	DOHERTY PETER	Porsche 968 CS	1:50.39	1:50.30
23	DREW WAYNE	Bridgesport FV13BT	1:39.23	1:36.34
28	EATON DUANNE	Nissan Skyline GT-R	1:47.25	1:45.85
60	EDMONDS GUY	Nissan 200SX	<i>dnr</i>	1:46.56
45	EVANS RAY	Nissan 200SX	1:44.16	1:43.99
13	FAULKER DAMIAN	Ford Escort Twin Cam	1:51.08	1:47.58
29	FINLAY BARRY	Lotus Super 7 MkII	<i>dnr</i>	<i>dnr</i>
32	GIANNOPOULUS ANDREW	Bolwell Nagari	2:03.50	1:59.72
20	GISCHUS SIMON	Nissan 200SX-R	1:32.26	1:30.51
56	GORDON ANDREW	Ferrari 355F1	1:45.05	<i>dnr</i>
3	GROUNDREY COLIN	Mazda RX7 Turbo	1:52.71	<i>dnr</i>
25	GRIGOR HAYDN	Jaguar XJ Sprint	1:48.15	1:46.29
7	HALL SELWYN	Porsche 911 Carrera 3.2	1:43.92	1:43.13
69	HARRIS NATHAN	Bridgesport FV13BT	1:39.19	1:40.43
36	HARRIS ROBERT	Lotus Elise	1:57.09	1:56.02
53	HOBSON PETER	Lotus Elise	1:45.22	1:42.50
44	HOW BOB	Jaguar XJ Sprint	1:48.52	1:50.01
55	HUGHES SUE	Mazda MX5	1:46.56	1:43.52
63	JARRET STEPHEN	Porsche 911 GT3	1:40.63	1:36.92
18	JARRETT KEN	Porsche 911 GT3	1:38.12	1:34.32
54	KIRKHAM MEGAN	Mazda MX5	1:58.40	1:56.12
71	KIRKHAM PHIL	Mazda RX7 Series VI	1:36.66	1:35.48
1	KYRIAKIDIS PETER	Ford Escort RS 1600	1:39.98	1:38.84
38	LACK PHILIP	Porsche 944 Turbo	1:51.80	1:47.18
31	LACK STEPHEN	Porsche 944 Turbo	1:45.73	<i>dnr</i>
19	LATTER GLENN	Mazda RX7 Series IV	1:42.69	1:40.52
58	LEE LACHLAN	Subaru Imprezza WRX	1:47.80	1:48.05
72	LEHMANN MATT	Mazda RX7 Series VI	1:40.01	1:36.24
14	MACKRELL TREVOR	Jaguar XJ Sprint	1:59.56	1:55.65
15	MARKOV SAM	Nissan Skyline GT-R	1:33.46	1:34.35
78	MARTIN JOHN	Jaguar XJ Sprint	2:19.09	1:49.54
27	MCKEE BEN	Falcon EA	1:51.30	1:49.98
35	PETER-BUDGE BRYCE	Peugot 405 M1/6	1:43.75	1:41.43
2	PIVA ROMANO	Porsche 911 GT2	<i>dnr</i>	<i>dnr</i>
10	PLACENTINO FRANCIS	Ferrari 355	1:38.38	1:37.42
49	POWER BRIAN	Porsche 993 RSCS	1:36.49	1:36.69
16	REEDER SHANE	Datsun 1600	1:49.90	1:49.17
59	REEVES STUART	Jaguar XJ Sprint	1:48.78	1:47.47
51	ROBSON RODNEY	Honda CRX	2:00.74	1:57.74
11	RUYG PETER	Datsun 1600	1:44.37	1:46.69
52	SCOBLE MURRAY	Jaguar XJ Sprint	1:46.03	1:45.78
21	SHORTEN GREG	Datsun 1600	1:59.60	1:59.00
77	SLATTER SHANE	Jaguar XJ Sprint	1:48.67	1:47.76
8	STEPHEN DEE	Mercedes Benz C43 AMG	2:06.74	2:04.71
5	THOMPSON ALASDAIR	BMW 2800 CS	<i>dnr</i>	<i>dnr</i>
6	TIERNEY GARY	DAX Cobra	1:36.63	1:36.81
24	TOOMEY MARK	Jaguar XJ40	1:59.00	<i>dnr</i>
43	VAN SUMMEREN PETER	Ford Escort Twin Cam	1:46.56	1:45.61
68	VIBERT TIMOTHY	Jaguar XJ Sprint	1:45.09	1:43.91
57	VONTELAS HARRY	Lotus Elise	1:45.32	1:45.24
47	WHEELER BRIAN	Jaguar XJ Sprint	1:46.80	1:44.94
42	WILLIAMS KEN	Jaguar XJ Sprint	1:51.44	1:49.98
40	WOO ANDREW	Subaru Imprezza WRX	1:49.26	1:47.64
22	ZAZRYN PAUL	Jaguar XJ Sprint	1:46.23	1:45.60
#	DEFAULT ONE - No number		1:47.71	
#	DEFAULT TWO - No number		2:12.65	
Number of Laps			504	587

Winter Track Day

Winton

June 25, 2000

Although it seems like a 'lifetime' ago right now, the club's Winter Track Day, held again this year at the Winton circuit, was clearly the best one held yet. The criteria? Well it didn't rain, in fact the sun shone all-day. That was certainly a good start. Secondly the event ran without incident (apart from a slight coming together between the wall on the front straight and the rear of Gary Tierney's Cobra). And most important, well over 1,000 laps were put in by those participating on the day. In short there was plenty of track time and the weather (as usual?) was terrific!

The event actually got off to a great start on the Saturday night prior to the event, when more than 20 or so of those participating the next day, took advantage of the club's booking at Georgina's Restaurant. Although it wasn't a late night it was full of fun and the food and wine was great.

The big surprise was the day itself. Not the weather, but the number of Drivers who decided they would come up for the event. In recent years at Winton we have been happy to run the event even if numbers were sometimes low. A roll-up of 30 or so, we felt was fine. This year it was a bit different as on the eve of the event some 69 entries had been received. That was the end of the so-called relaxing weekend and the early finish! We were delighted to have some of the members from the Ballarat Light Car Club with us on the day

Despite the size of the field there was plenty of help available on the day to assist with scrutineering which helped get the event off to a good start and enable the event to run smoothly. In fact, the event ran so smoothly that even in the failing light at 5.00 pm there were still plenty of participants who wanted to keep going. No doubt, judging by the enthusiasm we could have still been at it until midnight. A total of 66 managed to put the day in at the circuit and for many that was until at least 4.30 pm, despite the long drive back home.

In terms of times achieved the day belonged to Simon Gischus in his very potent Nissan 200SX-R he managed to get close to getting under 1:30 and recorded a best time in the timed session of 1:30.51. In fact there were 12 cars on the day that were under 1:40.00, albeit that Simon was close to 4 seconds ahead of the next fastest car, Ken Jarrett in a Porsche GT3 (1:34.32). Close behind Ken Jarrett was Sam Markov in his GT-R, recording a best of 1:34.35 followed by Phil Kirkham.

Summary of Leading Times Timed Session			
Category	Driver	Time	Car
FTD	Simon Gischus	1:30.51	Nissan 200SX-R
Quickest Datsun	Peter Ruyg	1:46.69	Datsun 1600
Quickest Escort	Peter Kyriakidis	1:38.84	Ford Escort RS 1600
Quickest Ferrari	Francis Placentino	1:37.42	Ferrari 355
Quickest Jaguar	Timothy Vibert	1:43.91	Jaguar XJ Sprinter
Quickest Lotus	Peter Hobson	1:42.50	Lotus Elise
Quickest Mazda	Phil Kirkham	1:35.48	Mazda RX7 Series VI
Quickest Nissan 200SX	Simon Gischus	1:30.51	Nissan 200SX-R
Quickest Nissan GT-R	Sam Markov	1:34.35	Nissan Skyline GT-R
Quickest Porsche	Ken Jarrett	1:34.32	Porsche 911 GT3
Quickest Subaru	Des Dharumasena	1:42.06	Subaru WRX
Under 1600 cc	Peter van Summeren	1:45.61	Ford Escort Twin Cam
1600 to 2000 cc	Peter Kyriakidis	1:38.84	Ford Escort RS1600
2000 cc to 3000 cc	Brett Bedggood	1:42.04	Porsche 911 2.7
3000 cc to 5000 cc	Simon Gischus	1:30.51	Nissan 200SX-R
Over 5000 cc	Gary Tierney	1:36.81	DAX Cobra

Phil Kirkham and his crew had taken advantage of the day to do some tyre testing on the Mazda RX7 he runs in the GT Production series. A summary of the times recorded on the day is shown in the table on the opposite page.

Whilst it was a near perfect day in terms of weather and track condition, it nonetheless proved a bit frustrating for some. Peter Kyriakidis had been fiddling with tyres all day, but was somewhat frustrated by the fact that he had been unable to get under 1:40.00. Then in the final session, when the sun was rapidly disappearing and the track temperature had almost gone as well, he managed to cane the RS 1600 to put in his best time 1:38.84 right at the very end of the day. Whatever the combination was, it no doubt would have worked even better earlier in the day.

Jeff Beable anticipating the Tour de Course a few weeks later was keen to put in a few good times at a circuit where he has not had a lot of luck. Luck and Winton unfortunately proved to be in short supply for Jeff again on this weekend as the car gave up just at the start of the timed sessions.

The Jaguar XJ Sprinters turned up in force on the day. They just seem to get quicker and quicker. With most recording times in the mid 1:40's they certainly are demonstrating not only that these cars are reasonably quick, but that the skills and abilities of the drivers continue to improve. Driving one of these XJ Sprinters around Winton in 1.45 would take a LOT of effort!

As usual there were a few who were coming to Winton for the first time and some who at not been at the track for a while. In general there were some real improvements in times over the day. One of the best was Stephen Jarrett in the Porsche GT3 who got his best time of 1:40.63 down to a very competitive 1:36.92 later in the day.

Others who performed well on the day included Mick Case in his new Porsche 911 2.7 which must have been quite a shock after his front wheel drive Peugeot. It was also good to see our first Bolwell in some considerable time with Andrew Giannopoulos giving the car its first run at a club track day.

Dee Stephen after having shown what persistence can do managed to improve her times considerably at Sandown - it would appear that she now has Winton on the agenda as the next target.

Special thanks to Simon Maas and his crew from Racesafe, Simon Aimers who did the Timekeeping, John Aust at the Start/Finish line, Tracey Williams as Pit Marshall, Carol Williams in Administration, Travis Williams and his crew of volunteers in Scrutineering and the drivers and others who gave up some time as flag marshalls. Without your efforts the day couldn't have been a success.

We will look forward to seeing you all at the Annual Spring Track Day in October.

Annual Club Lunch Guest Speaker: Brian Reed July 21, 2000

The club's annual lunch was held this year at Sassi in Port Melbourne. We were fortunate to have the company of Brian Reed as our guest speaker for this annual function.

Brian is well known to contemporary rally participants as the man behind the microphone at the 'Start/Finish' line of events such as Targa Tasmania. He is also recognised as a competitor in such events as Classic Adelaide. Others are familiar with him through his role as a commentator, broadcaster and journalist on motor sport matters and in particular on historic events.

Not as well known to our younger members is Brian's background in circuit racing at the elite level of the sport in Australia in both open-wheelers and of course the more familiar 'tin-tops' at Bathurst. In fact Brian drove in some 12 Bathurst events starting out in 1964 and finishing in 1980. His exposure to motor sport is long standing and embraces such events as the Ford-Mobil durability run in the You Yongs in 1965 and the famous Rothmans International Sports Car race of 1966 in which he share a drive with Alan Hamilton in a Porsche 906 prototype. Then there were hill climbs. There was certainly a lot to talk about and Brian proved to be a most interesting and amusing speaker.

Sassi located in the heart of the shopping centre in Port Melbourne proved to be a good choice of venue. The food was excellent as was the venue itself, albeit that the local parking proved to be a bit of a challenge. Whilst attendance on the day was down a little this year, there were more than 30 in attendance. In addition to the many familiar faces we had the pleasure of welcoming Herbert Appleroth from Maranello in Sydney and Bill Upfield the new Maserati man at Lance Dixon. From what I can gather everyone had a good time and judging by the tenor of the applause for Brian Reed were most grateful for his contribution on the day.

Once again our thanks to Brian for fitting us into his busy schedule and making it such a pleasant day.

Three Important Corporate Lessons

Got this one via e-mail from Grant Kilvington

Lesson Number One

A crow was sitting on a tree, doing nothing all day. A small rabbit saw the crow, and asked him, "Can I also sit like you and do nothing all day long?" The crow answered: "Sure, why not." So, the rabbit sat on the ground below the crow, and rested. All of a sudden, a fox appeared, jumped on the rabbit and ate it.

Moral of the story is: To be sitting and doing nothing, you must be sitting very, very high up.

Lesson Number Two

A turkey was chatting with a bull. "I would love to be able to get to the top of that tree," sighed the turkey, "but I haven't got the energy." "Well, why don't you nibble on some of my droppings?" replied the bull. "They're packed with nutrients." The turkey pecked at a lump of dung and found that it actually gave him enough strength to reach the first branch of the tree. The next day, after eating some more dung, he reached the second branch. Finally after a fortnight, there he was proudly perched at the top of the tree. Soon he was promptly spotted by a farmer, who shot the turkey out of the tree.

Moral of the story: Bullshit might get you to the top, but it won't keep you there.

Lesson Number Three

A little bird was flying south for the winter. It was so cold, the bird froze and fell to the ground in a large field. While it was lying there, a cow came by and dropped some dung on it. As the frozen bird lay there in the pile of cow dung, it began to realize how warm it was. The dung was actually thawing him out! He lay there all warm and happy, and soon began to sing for joy. A passing cat heard the bird singing and came to investigate. Following the sound, the cat discovered the bird under the pile of cow dung, and promptly dug him out and ate him!

The morals of this story are:

- (1) Not everyone who drops shit on you is your enemy.
- (2) Not everyone who gets you out of shit is your friend.
- (3) And when you're in deep shit, keep your mouth shut.

Grant Kilvington



The GARDON MOTORS WINTER CLASSIC RALLY

Queens Birthday Weekend
June 10-12, 2000

I couldn't get to the Winter Classic Rally this year, so instead, due to the generosity of the writers I managed to secure to first hand accounts. The first has been filed by Philip Meiklejohn

The fourth running of this event was conducted once again in Ballarat and centred at the historic Blythewood Grange. A somewhat depleted field of just over 30 vehicles gathered for what eventuated to be a most enjoyable weekend. Some vehicles were scrutinised in Melbourne the weekend prior, the remaining, in Ballarat on the Friday night. It is to the credit of the Ballarat Light Car Club, that all vehicles were placed on a hoist, and inspected with due diligence. A far cry from the less than satisfactory inspections I have seen at some events.

As always the event started in earnest with a special stage through Victoria Park. An interesting innovation this year was the introduction of stop/goes complete with preset red/green lights. This kept the average speeds down, and placed on the fastest parts of the stage assisted in lowering the terminal speeds of some of the fastest cars. We navigated to Ararat for a driving test which a large percentage of the field WD. On to Halls Gap and by this time after finding some info's on what could only be described as goat tracks, and realising that not all Via's had info's we had decided that we simply had to check every single realignment on the "shortest mapped routes" regardless of the condition of the roads. Something that certainly offended some competitors. A drive up the magnificent Silverband Falls road preceded lunch, and more navigation to Maryborough. The airport at Maryborough provided a driving test that was a feast of entertainment for those involved with the event, and a state of apoplexy for the airport manager. After viewing the first few cars including Jeff Beable he thought we had all gone mad, were going to destroy his airport and ourselves. His well positioned vehicle provided too much of an obstacle, and no amount of persuasion was going to

remove him, until his superior arrived and promptly reinforced that all authorities were in place, and he was the public nuisance. This obviously took some time to sort out with the result that some competitors did not arrive back in Ballarat via a transport until just before dinner. Results for the day revealed that half the field had been pinged by the officials for speeding. The director had decided that this year there would be no "buffer". That is to say if you were caught doing 101kph you lost 20 points, 115kph - 300 points. Needless to say there were a lot of very unhappy people, with some threatening to withdraw. Dinner Saturday night was rather subdued, and for whatever reason the director decided that the traditional debriefing of the day was not necessary. Perhaps tomorrow would be better.

Sunday morning brought the revelation that the director would introduce the "buffer". This meant that those penalised Saturday moved up the leader board, and those who did not speed moved down. Now the entire field was offside. Victoria Park again then navigation to the Devils Kitchen stage, and back to Ballarat to the Traffic School and lunch. After lunch off to Cambelltown and back to the Traffic School. Dinner again at Blythewood Grange.

Monday brought Victoria Park again, navigation north of Ballarat and on to a driving test at Bannockburn complete with police car as a cone, (no key). Lunch in the local school followed by a quite simple tour back to Ballarat and the Bus Station. Now for the presentation dinner.

The event was won again by Peter Riseborough with Matt DeVaus bossing him around, the Furmedges in second, and Nigel & Alice Montgomery in their superb BMW 3.0CSL in a very creditable third. What of Maserati members? Yours truly with Peter Jacobs fourth, Tony Hawker/Larry Walker sixth, Nerida & Jeff Beable tenth, Washington/McNeilly twelfth, Chris & Dee Stephen, Ann & Mark Connolly, Jeff Beaumont/Peter Gale, Steve & Brian Canny all came somewhere. Perhaps next year. The Ballarat Light Car Club once again provided outstanding trophies. Extensions to some homes to provide space for some are in progress.

Philip Meiklejohn

WINTER CLASSIC RALLY

Queens Birthday Weekend

June 10-12, 2000

The second account has been filed by Club Treasurer, Andrew Gregory

Queen's birthday weekend again saw the running of the Winter Classic Rally by the Ballarat Light Car Club. The event is run over three days Sunday to Monday with the presentation dinner on the Monday evening, so those who need to can head back home late Monday evening ready for a normal work start the next morning.

As with last year, the rally was staged out of the magnificent Blythwood Grange Conference Centre in Sebastopol. Blythwood Grange is not only very convenient to competitors — no packing and unpacking each morning — but is a majestic property full of character, polished wood, marble, open fires and generally the feel of times gone by. The property in its former life was a church operated orphanage. Meals and crew briefings take place in the magnificent chapel which is a worry because it now even has its own bar!!

The Winter Classic is a mix of closed road touring events and motorkhana driving tests interspersed with navigation events and returning daily to Ballarat.

The navigation occurs over some of the most scenic landscape that Victoria has to offer. This years event included routes along ridges with views that go on almost to Bass Strait, the valleys of Daylesford, Woodend and Halls Gap, the hills of Gisborne, through Western District grazing land and past many old gold diggings. Magnificent.

Our Club had members in 11 of the 28 teams that completed the event. A level of support worthy of the effort the BLCC puts into staging this event. Numbers were down due mainly to commitments in the historic. It was also not long after the extended millennium Targa Tasmania. This however made for a very, very experienced field. Thus the pointy end of the field was very close. Good competition.

Saturday started with a closed road run through part of Victoria Park in Ballarat. This is how each day was kicked off. A first up adrenalin starter to get competitors on the job for the days competition. Good fun breaking into speed limiting garages, chicanes and doing 90 degree turns between mature trees. Lets face it .. there aren't too many places where one can legally hoon through a park. Bitumen tracks and all.

O.K. now that the crews are awake and on the job the next order of daily activity was a navigation section. On Saturday it was a challenging 175 km run to Ararat where a driving test was waiting. Then a 71km navigation to Halls Gap for lunch. Following lunch a 152km navigation to Maryborough over a course set by a particularly mischievous course director. At Maryborough a motorkhana driving test was run on the local tarmac air strip. This last event made great spectator viewing and there were some memorable efforts including as always Jeff Beable.

Jeff's run was extra memorable because immediately after he finished an over zealous and stubborn caretaker drove on to the course in his half cab yellow lights and all whence he parked in the middle of the turning area and proceeded to put the negotiating skills of the BLCC through the wringer. A letter of authority from the local council and a permit were produced but to no avail. After observing the goings on for some time, Greg Aimers and I decided that there was a lovely bottle of his sponsor's Punters Corner waiting for us and we left. That is, we figured the caretaker was not going to budge. We were wrong because the BLCC won through and the rest of the field got through just on dusk saving a down grade. A commendable effort in patience from the BLCC because most of us had concluded only a blow on the back of the head was going to get the old fellow out of the way.

On Sunday after Victoria Park we navigated 169km to Happy Valley which must have been so named by rally drivers because one goes there to drive the perversely named Devil's Kitchen. Even though it has been slowed down by the inclusion of two garage stops, its still a short sharp fun run. Then it was a 105 km run back to the Ballarat airport, lunch and a run through the Traffic School course. A 126km navigation run north of Ballarat which included such beauties as ignoring a closed road sign, small sections of unmapped roads which were essential to avoid a wrong direction penalty and some tricky stuff that had even seasoned crews driving around chewing up time. This navigation led us back to the Ballarat Traffic School for another run and the end of day's activities.

Monday brought another day of fine weather and a fantastic day's activities. Crews navigated from the Victoria Park heart starter to the famous Cut Hill for a ripper of a closed road section. This first navigation section ran through Daylesford to Woodend Gisborne, Bacchus Marsh to Cut Hill an absolutely glorious route. The way into Daylesford was the usual tricky stuff but most found the way out even trickier this year. A real navigators route. The course director must have had a good chuckle at the quality of his

deviousness.

Cut Hill was followed by a 89km navigation section down to Bannockburn on the Midland Highway. This course was a challenging as it was scenic. Greg and I got to see Meredith very well indeed but then consoled ourselves that we were in good company as we saw the rally leaders and ultimately outright winners Riseborough / De Vaus three times in this town.

After a tight little driving test in front of the local Bannockburn police station and a well provisioned lunch it was navigate the 121km back to Ballarat through some scenic undulating Western District farming property. As with past years the event concluded with a driving test in the bus park near Victoria Park finishing again in fine weather.

Best finish by a Club member was Phillip Meiklejohn in 4th spot and Tony Hawker 6th outright. The Begley's achieved 2nd in class with 9th outright and the Beable's 10th outright after a mechanical hiccup which was a disappointing result for them but a terrific result I feel in the circumstances and so soon after a 3rd outright in Targa Tas.

I navigated for the first time, having always been a driver and having driven in the prior years Winter Classic. Greg Aimers had navigated for me in Rally Tas. and we had agreed that this was a fair exchange. Besides which Greg thought it was time I learned whether east was to the left or right of north when looking at my compass. So it came to pass. A sort of diversional therapy, guaranteed to take your mind off work and well almost anything else. A challenge. I finished the event telling Greg that the driver in these events was really just the servo turning the wheel! How the wheel turns!! Pity the navigator doesn't have the same level of control over the drivers right foot hey Greg. Just ask Winnie Kim who I am told holds the Winter Classic record from several years back and at a level to stand for all eternity.

So Greg and I learned lots on day 1 and improved somewhat from there on. The improvement may have had something to do with Greg's sponsor "Punters Corner" which incidentally has just been named as this years winner of the Jimmy Watson trophy for the best red. With a sponsor like that I might just find a future in navigating.

It was the second year that I had competed and again the weather was no cause for complaint. One or two sprinkles but otherwise fine and in fact most often sunny both years. Belies Ballarat's reputation somewhat.

The BLCC stage a really good value event, run efficiently in a friendly no fuss manner and at a time of year just when one needs to blow out the cobwebs. Well done again BLCC.

Andrew Gregory



Tour de Course Harman Motorsports July 22 to 24, 2000

With the burgeoning number of rallies available to members these days it's getting hard to keep up. One event that has excited some interest over the past two years has been Rowan Harman's Tour de Course. This year, the club was again represented. The report on this year's event comes from Jeff Beaumont.

The Quick Fit Tyres Tour de Course, not to be mistaken with the VVRC event of the same name, was promoted by Rowan Harman as being "the ultimate event for cars with grunt".

Consisting of 13 all-tarmac special stage events and tests at tracks and venues throughout Victoria on July 22, 23 and 24, the event attracted the usual array of sophistication and high performance cars including two new Porsche GT3's, a Ferrari F40 and a Ferrari 355, numerous GTR's and Porsches of varying models including the ultra-successful ex-Jim Richards Targa-winning turbo 4WD Porsche 911, now capably driven by Mike Mansour and Paul Sadler.

The Maserati Club was represented by Jeff and Nerida Beable in their familiar and successful Skyline GT-R V-Spec N1, Romano Piva in this GT2 Porsche, Francis Placentino in his Ferrari 355 and Jeff Beaumont sharing his old Lancer EVO IV with new owner and event sponsor Andrew Manson from Manson's Quick Fit Tyres of Bayswater. This grunty little turbo 4WD car, set up specifically for tarmac rallying was expected to be snapping at the heels of the bigger, more powerful monsters.

A unique aspect of the event was that BOTH driver's times for each test would be combined for an aggregate score. Each driver had 2 runs at every

test. It would certainly pay dividends to have two near-equal drivers in the cars.

The event started at Mangalore airstrip with a 1500 metre up-and-back driving test through sets of cones. Most spectacular was the F40 Ferrari with a huge high-speed spin in the damp conditions, fortunately without hitting anything. Quickest single run was Andrew Manson in the EVO IV with a rapid FTD run of 60.87 seconds (Yes, an average of 89 kph on a tricky motorkhana test!). But it was the Mansour/Sadler Porsche that scored the best combined time and gave them the lead in the event which they never surrendered.

Next was a 390 metre Go-to-Whoa test with Jeff Beaumont's powerful but nimble EVO IV on 19.01 seconds beating Danny Loypur's Skyline on 19.35 and Bruce Harris' Porsche GT3 on 19.82.

The combined 400 and 800 metre sprint was next and the big powerful cars used their grunt to take top honours. Ross Wilson's 650 bhp Skyline covered the 400 metres in an impressive time of 10.96 seconds and the 800 metres in 17.73 seconds. Jeff Beable's Skyline scored 12.17 seconds with the Beaumont Lancer EVO IV on 12.31, just ahead of Owen Weekes' F40 on 12.33 seconds for the 400 metre run.

The event moved on to DECA, with 2 driving tests: the Skid Pan and the Short Circuit. On the mostly dry (but still slippery) Skid Pan and its surrounding road, Jeff Beaumont's EVO IV Lancer battled against Paul Sadler's turbo 4WD for top honours, with the latter claiming a very narrow victory with a time of 90.59 seconds over Jeff's 90.81. The DECA Sprint circuit was a Porsche benefit with Mansour/Sadler both putting up impressive times, from Bruce Harris in his Porsche GT3, followed by Manson and Beable.

A very wet Winton Raceway greeted competitors on Saturday morning. Jeff Beable's GT-R scored top honours on the wet and tricky short circuit, narrowly from Beaumont's EVO IV. They were then followed by a hoard of Porsches and Skylines, with one German vehicle bouncing off the concrete wall exiting the esses and one Italian vehicle getting bock off the back of the circuit when the throttle jammed open.

Next was the 3 laps of the Winton Tyre Testing track complete with operating sprinklers and aptly named "The Wet Circle". Again the two Jeff B's (Beable and Beaumont) fought for fastest, with the nippy EVO IV posting FTD with a 42.48 seconds from the GT-R on 43.07.

The flying-lap test on the Winton main circuit

provided drama for the two Maserati Club members, with Jeff Beable's GT-R losing its clutch and Jeff Beaumont's EVO IV with a 4th gear selector problem. Bruce Harris in his new Porsche GT3 put up fastest overall from Perry Spiridis (the other GT3) closely followed by Paul Sadler and Warren Gainsmith.

Next morning the venue was Calder Park Raceway in sunny, but cool conditions, with 4 tests being held. Jeff Beable had replaced the clutch overnight and was ready to attack. Ross Wilson just pipped Beable on the Southern Sprint with 38.23 versus 38.25 seconds. Next test was up and back through the esses, where Danny Loypur in the Skyline just beat Andrew Manson in the EVO IV (only needed 3rd gear!) followed by Romano Piva. Jeff Beaumont actually had the quickest time, but copped a 5-second 'hit-cone' penalty.

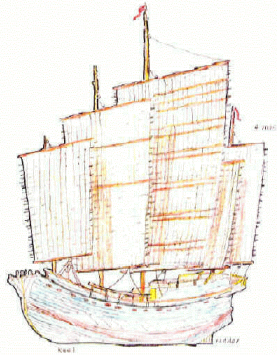
Calder short circuit saw the powerful Skylines again battling it out, with Ross Wilson just gaining the upper edge from Jeff Beable by a mere 0.3 seconds from the Porsches of Paul Sadler, Bruce Harris and Romano Piva. The final test was the long Calder circuit and the battle for individual honors was intense. Whilst Jeff Beable scored a comfortable 2-second win, it was not quite enough for the individual driver's award.

So after 3 days of close and hard competition, the overall winners were Michael Mansour and Paul Sadler in the turbo 4WD Porsche 911 from Warren Gainsmith and Ross Wilson in the Skyline GTR, with Jeff Beaumont and Andrew Manson third overall in the rapid Mitsubishi Lancer EVO IV.

The Quick Fit Tour de Course was a superb event, with an excellent and diverse range of driving tests (and no navigation). Next year this event will also include a "Classic" car section allowing the popular pre-1971 models to participate. Book it in your 2001 diary as a "must-do" event.

Jeff Beaumont

Forthcoming Club Events



Xmas at Anchorage Restaurant 34 The Strand, Williamstown Sunday, December 3, 2000

The Bathurst Junk-et

a different way to watch The Great Race!
Sunday, November 19, 2000

The FAI Bathurst 1000 is always a great event and if you are not going to be there on the day it can be a lot of fun to watch it in the company of people with a similar interest. For this year's event we thought we would give you an option of watching this great event in quite luxurious surroundings that in every respect are quite unusual.

Those of you who have been reading these pages for some time will recall that Ray Evans the Chief Executive of Great Cars, purchased the 'Oriental Queen' a 65 foot genuine Chinese Junk. Finished in the best teak and brass the Oriental Queen is an authentic Chinese junk, fitted out for use as a luxurious corporate entertainment facility for use as a Businessworld Corporate Club. Frequently used for corporate presentations, new product releases and the like the Oriental Queen with its specialist TV and video facilities offers a perfect environment to enjoy the day's racing from Bathurst.

It is planned to get the day underway prior to 10.00 am (so that you cant watch the start) and continue until the conclusion of the race usually until just after 4.00 pm. Catering will be provided throughout the day to ensure that you are fully fed, but the refreshments are up to you. It is strictly a BYO affair.

As you will appreciate space on the Oriental Queen is limited. A total of 40 places are available and its a matter of 'first in best dressed' as bookings will be accepted strictly in order of acceptance. Cost for the day is \$45 per head. Unsuccessful bookings will be advised. A booking slip is enclosed.

This is an advance notice for your diary. The club Xmas Lunch this year will come back closer to town. Following a delightful Xmas Lunch at the property of John and Lisa Cooke at Garibaldi Tarig last year, (which everyone from the very young upward thoroughly enjoyed and still talk about), we thought this year we should come a bit closer to Melbourne. So last year it was a day in central Victoria and this year it will be a day by the water. An opportunity to soak up a more nautical atmosphere and get the Aussie summer off to a great start at the Anchorage Restaurant, one of Williamstown's most popular venues.

Williamstown, once a neglected corner of the bay has been burgeoning in recent years and in the past two of three years in particular has become a bit of a hot spot for first time tourists to this city. Thanks to some diligent research by Carol Williams the club has secured a booking at the highly regarded 'Anchorage Restaurant'. Situated on The Strand which runs close to the water, Anchorage Restaurant affords a view of the city that some only see in high-gloss coffee table books about Melbourne.

The Anchorage Restaurant, originally a boatshed, was built 100 years ago and is Melbourne's only restaurant that is genuinely right on the waters edge. Affording stunning views of Melbourne you can arrive at the restaurant by either car or by boat. So if you want a change, come by boat! As you would expect the restaurant specialises in seafood, but offers a range of alternatives for those not in a seafaring mood. Carol has arranged an excellent Xmas Lunch and it is inclusive of all wine and refreshment charges. At \$80 (including GST) per head for members and their guests it represents excellent value for money. A booking slip is enclosed.

Other forthcoming events



The Wentworth Furniture S.W. Classic

September 9 & 10, 2000

The HRA South West Classic, called the 'Spring Tour' in 1998 and prior, is due to be held the weekend after next. It is not too late to get a run in this event if you act quickly. The report below is the HRA summary of the event if you are interested.

The Historic Rally Association (HRA) will be running The Wentworth Furniture S.W Classic on the weekend September 9th & 10th. The event will be an ALL BITUMEN Classic Rally with challenges for both driver and navigator. It will run as round 6 of the HRA Touring Championship and round 8 of the HRA Club Championship and comprise:

- SPECIAL DRIVERS TESTS
- ROAD NAVIGATION

Navigators will also need thinking caps attached as the rally passes through approximately 400km of Victoria's most spectacular scenery. The event committee has enlisted the services of three top Road Directors to set intelligent and entertaining navigational traps that will be demanding for the best crews while keeping new comers heading in the right direction

GEELONG START

The event will start at the Waurn Ponds Hotel (Geelong) Saturday AM and tour west stopping for special stages (lunch supplied) the hillclimb and speed tests. The town of Camperdown will host the crews on Saturday night where a gala nosh-up has been organised. Sunday will start with more driver tests (lunch again) before navigating to the final showdown at the Calder Park Raceway special stage finish. Friends are welcome to join competitors for some exciting spectating and afternoon tea at the track with the crews.

TOP ORGANISING TEAM

An organising team of fifteen top HRA rally officials

headed by Glad Fish have put this years event together to ensure a seamless, professional event. The rally is open to all pre 1976 vehicles plus HRA log-booked vehicles and modern cars at the Director's discretion. Only 60 places are available on this event which has been oversubscribed for the last two years. Little wonder, with an entry fee of sub \$300.00 this event represents standout value for the classic rally enthusiast.

FURTHER INFORMATION

For more information and supplementary regulations call Glad Fish on 03 5944 3821 mobile 0427 203 206 or e-mail: nwright@netspace.net.au or lauriegarth@one.net.au



Arthurs Seat Hillclimb Sunday, September 10, 2000

This is just a reminder that if you are not engaged at Winton supporting the three club teams at the Winton 6 Hour then you might like to take a drive down to Dromana to catch the Arthurs Seat Hillclimb which coincides with that event.

The Arthurs Seat Hillclimb which is organised by the Austin 7 Club is a popular event and one that can lay claim to be the best hill climb in Australia. Entries are restricted to historic pre-70 cars, although the organisers usually reserve a few places for more modern cars. Most of the people active in Historic racing are usually present in force at this event.

No doubt this year there will be quite a few club members participating in the event, but however as I have not seen the entry list I am unable to provide a list of who is competing.

If you decide to go down to Arthurs Seat for the day you can make it a family outing or take your partner along and have lunch at one of the many restaurants and hotels in the neighborhood. If you do go, I'm sure you'll have a great time.



PIARC Sprints GP5 Phillip Island September 16 & 17, 2000

The next round of the PIARC Group 5 Sprints will be held at Phillip Island on Saturday and Sunday, September 16 and 17, 2000. This is a 'full noise' event with up to 95 db(A) permitted.

As we have noted in this newsletter on many occasions, the two day meetings 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.

If you would like to attend either or both of these days, then contact Warren Reid from PIARC on 0417 873 273. To participate on these days you will need to produce your:

- Maserati Club membership card;
- CAMS Level 2 licence or superior;
- CAMS Competition Record - even if it has nothing in it; and
- CAMS Log Book if one has been issued for your car.

If you are looking to spend some time on the track at Phillip Island, then don't miss this great opportunity.



FERRARI CLUB Calder Sunday, September 24, 2000

Whilst the Ferrari Club was forced to cancel its planned track day at Sandown in August, the event planned for September 24, 2000 at Calder is definitely going to take place. As usual the field will be limited, so there will be plenty of track time. However to secure your place we would advise that you get busy with your entry now.

Members of the Maserati Club of Australia, Inc. are invited to both events - so take advantage of the invitation and get your entry in by contacting Doug Willersdorf-Greene on 0407 885 735. In keeping with CAMS revised requirements, you will be required to produce the following on the day of the event:

- your Maserati Club membership card;
- your CAMS Level 2 licence or superior;
- your CAMS Competition Record - even if it has nothing in it; and
- your CAMS Log Book if one has been issued for your car.

As this is a speed event, two special requirements apply:

- your vehicle must have a BLUE TRIANGLE affixed to indicate the position of the battery; and
- slicks or similar race tyres are banned for the event and tyres must be road legal.

Emphasis will be given to driver training, which will occupy the morning from 9.00 am to 12 noon - during this period drivers may take other entrants as passengers or instructors. Driver training will be followed by a Practice Session from 12 noon to 1.00 pm and then a Sprint Session from 1.00 pm to 5.00 pm. There will be a limit of 50 entries.

Ferrari Club Australia Calder Track Day	
	
Dates:	36792
Location:	Calder Park Motor Raceway
Scrutineering:	8.00 am to 10.00 am
Driver Briefing:	8.45 am
Requirements:	Club membership card, CAMS Competition Record, CAMS Level 2 licence or superior and CAMS Log Book (if issued)
Contact:	Doug Willersdorf-Greene on 0407 885 735
Cost:	\$110 if paid more than 7 days before, if not \$130



Premiere motorsport event postponed

Press Release: Brisbane, July 6, 2000

The Gold Coast Tourist Trophy is an event that at face-value deserves some attention given its location and time of year - however, the event has once again failed to make it to the inaugural stage, which to say the least is disappointing. Here is the official 'Press Release' of July 6 announcing the 'postponement' of the event.

The organisers of The Gold Coast Tourist Trophy have reluctantly postponed this year's inaugural event to August 2001.

Several factors have contributed to the decision, including limited entries and the death of a key council official, which resulted in a delay in the approval of some road closures.

Event organiser Stuart Roberts says there was significant support from prospective competitors in the Gold Coast Tourist Trophy, a tarmac motor rally

for classic and contemporary motorsport vehicles. However, there was confusion in the motorsport fraternity due to inaccurate rumours over the past few months that the event had been postponed when, at the time, that was far from the truth.

Further complicating planning was the death of a key Beaudesert Shire Council official earlier this year and the local body elections, which saw a new council take office. This necessitated commencing the whole road closure permit application process afresh and by the time approvals had been granted, it was too close to the starting date to be sure of completing the event's organisation.

But Mr Roberts says the Gold Coast City Council, a co-sponsor of the event, is firmly supportive of the concept and has already pledged its support for the event next year.

Mr Roberts says all sponsors – including two key corporates who have not been publicly announced yet – are supportive of the postponement and indicated they wish to be involved in 2001.

"There is a tremendous amount of goodwill out there which we are hugely grateful for. Some of the competitors who had entered this year's event have asked us to hold their deposit for a year because they very much want to see the rally proceed."

Other competitors' deposits and entry fees will be refunded in full.

The Organising Committee, which includes Queensland Rally Advisory Panel member and Rally Queensland Clerk of Course, Errol Bailey, considered other possible dates for the Gold Coast Tourist Trophy. But early August appears to best suit prospective entrants and sponsors as it is suitably apart from similar events in other Australian states.

"It's a shame to have to postpone," says Mr Roberts. "But in the end, we want to be able to run a world-class motorsport event and it was not fair to competitors or sponsors to run an event half-heartedly or with a semi complete entry list."

e-mail: gctt@onthenet.com.au



Historic Sandown October 21 & 22, 2000

This year's Historic Sandown is scheduled for October 21 and 22, 2000. This year the event falls one week prior to the club's Annual Spring Track Day at Sandown. Historic Sandown which is presented by the Victorian Historic Racing Register and is run and organised by the MG Car Club anticipates over 300 entries again this year. There will be some 31 events with racing on Saturday afternoon and all day Sunday. Practice is on Friday.

All categories from the 20's to the 70's are catered for with races for sports cars, touring cars and racing cars. There will also be a 10 lap feature race for Touring Cars featuring the quickest Minis, Lotus Cortinas, Mustangs and Toranas in the country and regularity events for both pre-war and post-war cars.

Historic Sandown is always a popular event and as usual there will be a number of club members running in this event. If you are not running in the event, it is well worth while going along just for a look!



Classic Adelaide 2000 October 26 to 29

The 2000 Classic Adelaide is drawing closer and it appears that the event whilst recording a high level of entries is slightly behind the position they were in at about this time for the event in 1999. Based on the 'Confirmed Entry List', dated August 17, 2000, entries for this year's event stand as follows:

- Competition Section: 73 (120 maximum)
- Parade: 10 (20 maximum)
- Tour: 25 (50 maximum)

As usual there are a number of club members

competing in the event this year, albeit that the numbers are down relative to last year, viz:

- Beaumont, Jeff 1970 Porsche 911
- Bryant, Mark 1969 Chevrolet Camaro
- Canny, Brian 1969 Alfa Romeo GTV
- Eames, Peter 1970 Jaguar XJ Series I
- Ogg, David 1969 Ferrari 365GT 2+2
- Pethard, Bob 1963 Austin Healey 3000 MkIIA
- Stephen, Chris 1967 Ford Mustang

Some faces missing from this list include Peter Kyriakidis in the Ford Escort RS 1600, who after a 6 month retirement is making a 'comeback' a la Dame Nellie Melba to rallying and John Fitzpatrick in the Delage who is going to be taking it a bit easier in the Tour.

The level of international representation in the event continues to grow. Thirteen of those entered in the event are from the UK, the only other international so far confirmed in the event is from Germany. In the Competitive section the UK entrant is Edward Baker from England who is competing in a Sunbeam Tiger 260. Of the 6 UK and the one German entrant in the Parade, many are back for the second or third time and are bringing with them some interesting cars:

- Rick Hall Ferrari Daytona
- Don Law AC Cobra
- Paul Osborne Ferrari 250 GT Lusso
- Dieter Ritter Mercedes Pan Americana Full Wing
- Murray Smith BRM Le Mans
- Matt Soitzley Alfa Romeo Le Mans
- Paul Vestey Ferrari California Spyder
- Win Percy vehicle not nominated

The two 'locals' in the Parade are John Lamb in his Ford Capri Perana and Sir Jack Brabham is returning in the (repaired) Aston Martin of Scott Shearman. Hopefully the car will get round in one piece this year!

Of the 5 internationals entered in the Tour all are from the UK, but as yet have not a nominated vehicle against their names. The Tour will once again be lead by Norm Beechey who this year will be in his 1967 Chevrolet Camaro - both Norm and the car are destined to win the plaudits and enthusiasm of the SA crowds.

In the Competitive section of the event there are of course many familiar faces, both from past events and from Targa Tasmania and historic racing. I notice that Ian Swan must have finally got the Mustang going as he is listed as a starter. Andrew Cavalli is back as is Richard Anderson in the Alfa

Montreal. Rick Bates, the winner of the 1999 event is not listed however, but no doubt there will be some arm-twisting prior to the event to get him involved.

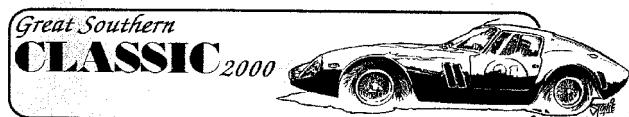
To make things interesting in this year's event there will be both more stages and several new ones as well. Although pace-notes are not permitted in the event, I'm quite sure there will have been by now a number of competitors conducting some discrete reconnaissance of the new stages. The Classic Adelaide is a great event and set in a motor-sport-friendly environment. Whether you go as a competitor or just as a spectator it is a great event and one, all other things being equal, not to be missed.

For further information concerning the event, contact:

The Event Secretary
Classic Adelaide
GPO Box 1972
Adelaide, SA, 5001
Telephone: (08) 8463 4675 Fax: (08) 8463 1718
Mobile Service: 0407 766 880

The email address is: rally@classicadelaide.com.au

A comprehensive web site concerning the event is maintained at www.classicadelaide.com.au



Great Southern Classic 2000

*a tour of Victoria in the Classic
tradition*

October 31 to November 5, 2000

If you haven't heard of the Great Southern Classic 2000 before, don't worry it's a new event this year. If you are a regular reader of these pages, I would however expect you to have heard of Classic Adelaide - an event, which alongside Targa Tasmania has quickly established itself as one of the world's leading closed-stage tarmac rallies.

Classic Adelaide which is intended for classic cars manufactured in or prior to 1970 is scheduled for the last week in October this year. It is organised in conjunction with the South Australian State Government and relies on the substantial goodwill of

the community and their involvement to make available some of the most fantastic roads in Australia. This year, as in previous years, competitors will come from around Australia and of course from overseas.

For the last few years many of the international competitors which make up the Parade section of the event have brought their rare and often machinery to South Australia to compete in this one event. Once the event has concluded, the drivers (many of whom are international legends in motorsport) and their entourage or rare and desirable vehicles board the next flight and head off home. Many of these internationals have however expressed the wish to see more of Australia and in particular the desire to drive on more of our challenging roads. This year John Fitzpatrick and Gillian Weinberger of "Swallows" fame, free from their commitments to the MELBOURNE MILLE, which they in conjunction with Max Hobson got off the ground in 1999, have decided to help out. The result is the Great Southern Classic 2000.

The Great Southern Classic 2000 has therefore been organised to extend the stay of our international guests in Classic Adelaide 2000 and to provide an opportunity for 'sympatico locals' to come along and enjoy the fun of the journey.

The Great Southern Classic 2000 will get underway from Dunkeld, the site of the club's highly successful 'Weekend Away' earlier this year. The South Australian contingent will journey across from Adelaide and those wishing to join the event from Melbourne will initially travel across to Dunkeld which is located about 40 km east of Hamilton.

Starting from Dunkeld at the foot of the Grampians overnight stops are planned in Queenscliff, Lakes Entrance, Mount Buffalo and Romsey. As John Fitzpatrick noted: "Food, wine and accommodation will be the highest standard we can arrange. Everyone will stay in the same establishment. Luggage will be accommodate in a luggage van and there will be a mechanic in attendance. At this stage the indications are that this could become an annual event. We all feel it should be kept small and exclusive. Interesting cars and nice people."

There are in fact no restrictions on vehicle eligibility. As John said: "Come in something interesting." Participants at the time of writing include some 14 overseas cars, some which are:

Paul Vestey	Ferrari California Spyder
Don Law	427 Cobra
Win Percy	TBA

The Spitzley's 8C Alfa Romeo Le Mans
Ian Scales Le Mans Fraser Nash
The Bond Brothers Several delectables!!

What does it cost? Cost is \$3,250 + GST per car and two occupants, twin-share. Commenting on cost, John Fitzpatrick said: "The cost covers your entry in the tour, your accommodation (twinshare), all meals, entertainment and limited liquor. So you only pay for petrol and personals. You won't be getting rally jackets, peaked caps, funny sunglasses or pens to hand around your necks. Sounds like fun. If you would like to know more call John Fitzpatrick before the end of September on (03) 9646 2746 or e-mail him at: swallows@ozemail.com.au



MELBOURNE MILLE 2000 A Mille Miglia Retrospective

A 1000 Mile tour of the best Victoria has to offer
November 1 to 4, 2000
sponsored by Chrysler Australia

Max Hobson reports that he has more than 20 entrants in this year's Melbourne Mille and he filed this report just before leaving for the Monterey Peninsula where he has managed to get a drive in the Historic Race meeting at Laguna Seca.

We can assure all participants of a really memorable event this year. It is really surprising how many scenic and challenging roads are to be found in Victoria. The route is very different from last year to ensure 2nd time participants are kept on their toes. To anyone who hasn't read this column, before the Melbourne Mille is a touring assembly for classic sporting cars over a distance of 1000 miles of the most challenging and scenic roads of Victoria. All meals and accommodation are provided in the best locations the areas visited can offer.

The event celebrates the original Mille Miglia and is supported by the California Mille, the only recognised Mille event by the Italian Mille Miglia retrospective.

The spirit of the Melbourne Mille is to create an adventure of classic motoring, giving sporting enthusiasts the opportunity to enjoy their cars and enjoy the company of other enthusiasts.

The navigation is straightforward with plenty of great scenery to keep the co-driver occupied. The lunch stops, overnight, dinners and accommodation are great.

Pre-Day 1 - Tuesday, October 31: Welcoming Dinner - Stamford Plaza.

Check-in, Scrutineering, Driver and Co-Driver Briefing. Pre-dinner drinks & Welcoming Dinner

Day 1 - Wednesday, November 2: Melbourne - Lakes Entrance

From the hotel forecourt and an easy freeway run to winding rainforest roads in the Dandenong Ranges - then open scenic and challenging back roads through the hills and valleys of Gippsland to lunch in an historic township - then off through rolling hills and plains to day's end on a river boat journey to dinner and entertainment at Wyanga winery and return. Accommodation at Bellevue, Lakes Entrance

Day 2 - Thursday, November 2: Lakes Entrance - Mt Buffalo

Head towards Dargo High Plains through eucalyptus forests on deserted winding mountain roads and climb 1900 metres to the top of Victoria. Ste your own pace - stop at Omeo for morning tea on the way or motor on. This could be *passor della futa* or *passo de raticoso* of the Mille Miglia. Follow the lush flats of the Kiewa Valley across to the Ovens Valley via historic townships and finally the testing climb to the summit of Mt Buffalo and the welcoming hospitality of the Mt Buffalo chalet. Take it easy and enjoy the 1930's atmosphere of the Chalet, pre-dinner drinks in front of a roaring fire, dinner and recap the day's experiences.

Day 3 - Friday, November 3: Mt Buffalo - Mt Bulla

A hearty breakfast and back down the mountain to explore the back roads of the Alpine National Park and Hume Weir areas. A country style lunch at an out-of-the-way location. Tarmac back roads and more spectacular mountain views and the final hill climb to luxury accommodation at the top of Mt Buller.

Day 4 Saturday, November 4: Mt Bulla - Melbourne

The run home - zig zag down to the foothills of the Great Dividing Range, skirting Lake Eildon and down through the Goulburn Valley to lunch at an historic homestead near Yea. The through the hills to the west of Melbourne, over Mt Macedon and on to the finish at a prestigious reception centre just out of Melbourne. Drinks and a celebration dinner finalise four days of hte best touring roads, scenery, food,

wine, accommodation and fellow participants put together. This will have been a true celebration of the famous Mille Miglia.

Entry Requirements:

The MELBOURNE MILLE 2000 is intended for cars manufactured prior to 1958 and model run-ons to the mid 1960's. It will cover approximately 1,000 miles all of which is on sealed roads. Drivers and co-Drivers/Navigators 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 2000 is **A\$2,750 + GST** all inclusive for two persons (twin-share). The only extras are petrol and personal requirements.

Interested?

As all participants are lodged, wined and dined in the same location - field size is necessarily limited. Entries close on September 8, 2000. The Supplementary Regulations and the Official Entry Form were included with this issue of the newsletter, but can be downloaded from the club website. For 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

Whether this is your first time at an event like this or you are returning for a second go, you can be assured of an unforgettable thousand miles in the company of terrific companions and marvellous automobiles. Please join us in savouring every delightful moment.

Max Hobson



Great Southern Tour, 2000

Harman Autosports

November 4-7, 2000

Rowan Harman recently confirmed the Great Southern Tour (previously called 'Rallye' rather than 'Tour') is definitely on and the dates of November 4 to 7 have been confirmed for the event.

At the time of preparing this note, there were already 8 confirmed starters including Danny Jonas from this club in his Mazda RX7 Turbo Series IV.

The 'Melbourne Cup Weekend' previously the province of the '3 Peaks' Rally also organised by Rowan Harman is giving way to this new event, which as noted in a previous newsletter, is reminiscent of the 'Alpine Classic TT' conducted some years ago now by Terry Lawrie.

Event Details

The event which is scheduled to run over four days will conduct Scrutineering on Wednesday, November 1, 2000 and conduct a ballot for the starting order. The rally itself gets underway three days later on Saturday, November 4. A brief outline of the event is as follows:

DAY ONE: Navigation from Melbourne to Gippsland Park followed by a hill climb, auto-test then lunch. Following lunch two closed road stages with dinner at the Traralgon Bowls Club.

DAY TWO: On Sunday, November 5 its navigation from Traralgon to Poowong with a gymkhana in Poowong on arrival. Then its off on a navigation stage to Leongatha with an auto-test at Leongatha airport followed by further navigation to the Isle of Wight Hotel for the overnight.

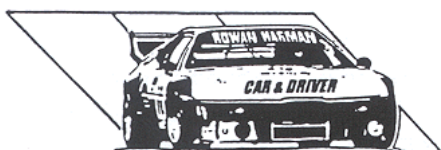
DAY THREE: On Monday, November 6 its off to the Phillip Island Circuit for a variety of different events, including hill climb, auto tests, 'Go-to-whoa' and full circuit laps. Stay at the Isle of Wight overnight.

DAY FOUR: Tuesday, November 7 its off to the Phillip Island Grand Prix Visitor Centre including a visit to the museum and a tour finishing in a brunch and awards presentation.

The event will have two broad outright trophies: 'Great Southern Classic Trophy' for the winning car made prior to 1976 and the 'Great Southern Trophy' for cars made in 1976 or later. Apart from this there will be Category (there are four age categories) and Class Trophies (there will be 3 capacity classes in each age category). So it looks like everyone has a chance at winning something to take home.

What does it cost?

Cost is \$1090. If you would like to know more about this event, then call Rowan Harman on (03) 9720 9975, Mobile: 0412 166 976. Or e-mail him on: harally@free.net.au



Touring Trophy Series, 2001

Harman Autosports

Rowan Harman is the promoter of three events that have attracted the interest of club members over the past year or so. The three events in question and their scheduled dates for 2001 are as follows:

- **Tour T'Adelaide:** April 2-6, 2001
- **Tour de Course:** July 20 - 22, 2001
- **Great Southern Tour:** November 3-6, 2001

Entries in each of these events will be limited to 60 crews per Event with preference given to those who have registered with Harman Autosports for the Series. It is intended to provide specific series awards that will be based on Driver and Navigator performance across the three events.

Awards for Drivers will be based on performance in each of the three events, whilst awards for navigators will be based on the Tour T'Adelaide and Great Southern Tour. In 2001 the Tour de Course will become a 'Driver only' event - that is there will be no Co-Driver. Each driver will get 2 timed run per sub-event and as a result in the change in format the Entry Fee for the Tour de Course will be reduced. Awards will be for outright and for class.

If you would like further information or wish to register for this series, then contact Rowan Harman at Harman Autosports, PO Box 5030, Studfield, 3152 or call him on (03) 9720 9976. The e-mail address is: harally@free.net.au



Maserati's worldwide revival continues to boom with sales up 78%

Press Release: Modena, July 18, 2000.

International Maserati sales for the first six months of 2000 have outshone all expectations with a 78% increase. 1202 cars were delivered to customers compared with 674 over the same period in 1999. In June, 212 Maserati's were delivered to new owners, a satisfying result in that it represents the fourth consecutive month in which sales have exceeded 200 units.

Germany has once more proved to be the biggest market with 305 sales in the first six months, almost double of 1999's result. Staggering considering the expected home market advantage that Maserati's major competitors should have. Other major markets include England, Italy and Switzerland. In Australia, sales have grown at even greater levels, with 31 Maserati's delivered to customers, representing an amazing 520% increase on the same period in 1999. For the 12 month period July 1999 to June 2000, Maserati delivered exactly it's first year allocation of 48 Maserati's.

Owing the majority of the sales success on the popularity of the stunning 3200GT coupe, Maserati has proved the Australian market demands a high performance sports coupe whilst the need to accommodate 4 adults in handcrafted Italian style and comfort. In a world full of compromises, the 3200GT rewards it's owners in a way that others cannot match.

With Maserati poised to return to the American market in 2001, production will increase from 2000 units this year, to 5000 in 2003-2004. To celebrate Maserati's return to the largest automotive market in the world, Maserati will be the featured marque at next months 50th Pebble Beach Concours d'Élegance, Concours Italiano and the Monterey Historic Automobile Races at Laguna Seca. This comprehensive display of Maserati's prowess on and off the racetrack, will be the perfect launching pad for Maserati's rebirth in North America.

Maserati celebrates United States return in style and elegance at Concours d'Elegance & Monterey Historic Races.

Press Release: August 23, 2000

Maserati has celebrated its return to the United States of America in stylish fashion, by featuring at this year's 50th Concours d'Elegance at Pebble Beach. Maserati has not been represented in the world's largest car market for 10 years, but the 18th hole at the exclusive Pebble Beach Resorts® was the ideal setting for Maserati's relaunch.

Among those gracing the beautiful foreshore of Carmel Bay last Sunday, was a Maserati 5000 which belonged to the Shah of Persia. Other notable entrants were a completely untouched berlinetta Pininfarina Maserati A6 GCS, a Tipo 63 from the Artom collection and a 5000GT from the Agnelli family collection.

The Pebble Beach Concours was an important stepping stone for the relaunch of Maserati in the United States, the most important market for Maserati. The President of Ferrari North America, Mr. Stuart Robinson, announced plans to sell 50% of the worldwide production in the United States alone, which will account for 5,000 units of the anticipated 10,000 unit production in 2005. The release of the 3200GT and upcoming spider in the United States next year, will complete the worldwide relaunch of Maserati. The ambitions of the famous Trident brand were made clear with the announcement that 25% of the global turnover of Maserati over the next five years will be reinvested into the Maserati factory and the design and production of new models. Year to date Maserati sales have increased 78% worldwide, with Australia outperforming 1999 sales by a staggering 560%.

Maserati also celebrated its' return to the United States of America being honoured as the featured marque at the 27th Annual Monterey Historic Races at Laguna Seca. Saturday the 19th August 2000 went down in Maserati history, with the largest collection of sports and grand tourer Maserati's ever assembled at the world's most famous meeting for historic cars. A collective roar of over 300 classic Maserati's echoed amongst the rolling hills surrounding the Laguna Seca

Raceway. On hand to help in the celebrations were some of the most glorious drivers of the past, including Sir Stirling Moss, Sir Jack Brabham, Trintignant and the brave Maria Teresa de Filippis, who in the fifties raced the same 250F Fangio won the F1 World Title in. Maserati is still the only Italian marque to have won the classic Indianapolis event, not once but twice.

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

Club Regalia Polo Shirts and Caps

If you are after a club Polo Shirts and/or Cap, then the club has limited supplies available. Both items were of good quality. Costs are:

Polo Shirts	\$30
Club cap	\$15

Call Carol Williams on (03) 9745 2700 most evenings.



Allison Sports Car Preview - July 25, 2000

For some of you who read these pages, the last time you may have heard of John Allison was reading his account late last year of 'falling' over a cliff with a 1936 Delage D8/70 Le Mans following closely behind. This incident, which occurred at Classic Adelaide 1999, had left John 'shaken, but not stirred' and with more than sufficient resolve to ensure that his pet project the 'Allison' was taken through to a point of completion.

As a devout Lotus man with a background in circuit racing and in more recent years in closed-stage tarmac rallies, John Allison and partner John Heritage have been working through their company Vector Engineering Pty Ltd to create something new. Something exciting. Something that as John Allison said, "*Colin Chapman would build if he was alive today.*" So it was with much anticipation that I accepted John Allison's kind invitation to be among a group of 50 or 60 others to witness the preview of this new creation - the Allison.

On this winter's night at the Penrite premises of John Dymond, surrounded by many of the great racing machines of the past 50 years the 'small' group that had been assembled on the night had the opportunity to view first hand the fruit of the work of Messrs Allison and Heritage - the first prototype of the Allison.

Whilst there is still much work to be done on the car, notably setting up for manufacture, some final design bits and pieces, the car was in fact presented in a 'ready-to-go' mode. It is anticipated that final issues with respect to the production and sale of the car are likely to be resolved before the end of the year and the car will go on sale before the end of 2000.

But what is an Allison? The car, which of course will be road registerable, has been designed specifically for rallying, hill climbs and club racing. It is a performance car in every sense of the word with many innovative design features, even including space to store Driver/Co-driver helmets on transport stages. The car is essentially an open wheeler built

round a lightweight monocoque aluminium tub with a fibreglass and aluminium body and powered by a choice of reliable Toyota engines from the naturally aspirated 140 bhp variant up to the turbo powered 255 bhp engine from the Celica GT4. It's light weight and its reliable power source offer the potential of shattering performance.

However, as John Allison was at pains to point out, power-to-weight is one thing, superior handling is another, and "*Superior handling is the central aim of the design. Ease of driving is a seldom-mentioned factor which makes a major contribution to a car's competitive performance and we have put a lot of thought and effort into this aspect of the car*".

At the heart of the car is an aluminium monocoque tub. Construction is modular, with tubular steel suspension sub-frames front and rear, so as to be exceptionally easy to build (and to repair in the event of an accident). The car was originally conceived as an easy-to-assemble kit, to take the 2 litre Toyota engine/transaxle. The engine is readily available from about 140 bhp (105 Kw) up to 255 bhp (190 Kw) in standard Toyota specification. The car will be available for purchase either in kit or turnkey form.

Commenting on the car, which certainly captured the imagination of those present, John Allison said: "*At this stage performance testing has not been carried out and will not be until master moulds have been taken from the body. But we do know its weight in 'standard' form and we know the weight savings that will be available in 'Lightweight' variants that we will also make available. Based on these weights, together with the published Toyota engine specifications we have prepared some power-to-weight ratios and compared these to some other cars. Beyond this it would be premature for us to make any claims about the performance of the car.*"

Based on the power-to-weight ratios provided, it would appear the world may well beat a path to the



Some work is still to be done on front-end styling but the new Allison is sure to be sought after given its performance potential

door of Vector engineering. Surely, the Allison is the most exciting 'club car' we have seen in a very long time. I think Colin Chapman would be pretty pleased with the Allison.

Postscript: John Allison dropped me a note just before we put the newsletter to press which said in part, "You may also be interested to know that we had a nerve racking and exhaustive examination by the ADR engineer last week, after which he pronounced it was 'head-and-shoulders the best engineered car I have ever seen in my 12 years in this business'. I was more pleased about that than when the cleaning lady said she liked it!"

PS: If you would like to know more, phone John Allison at Vector Engineering Pty Ltd on (03) 9819 3726 or e-mail him: allisons@alphalink.com.au

Make/Model	Kg per Kilowatt	Power Kw	Weight Kw
Allison Lwt Turbo	3.11	190	590
Caterham VHPD	3.65	145	530
Lamborghini VT	4.17	390	1625
Allison Lwt 2.0	4.25	134	570
Lotus Elise 340R	4.52	134	590
Ferrari F355	4.80	280	1350
Allison Std 2.0	4.85	134	650
Porsche 911 GT3	5.09	265	1350
Lotus Esprit V8	5.30	260	1380
Holden HSV GTS	5.7	300	1700
BMW 'M' Roadster	5.7	236	1350
Jaguar XJR ('XKR)	5.9	276	1640
Caterham 1.6SS	5.9	100	590
Allison Std 2.0	6.19	105	650
Subaru WRX STI	6.20	206	1270
Lotus Elise Sport 140	7.0	98	690
Honda NSX	7.0	206	1435
Porsche Boxter 'S'	7.0	185	1295
Lotus Elise	7.8	88	690
Audi Quattro Turb	7.9	195	1590
MG F VVC	9.9	108	1070



Rallye de Bordeaux "2001 WINE ODYSSEY" January 26 to 28, 2001

2001 will see the sixth running of The Rallye de Bordeaux. It is the first event of its type in the year and is a popular and well supported event. 2001 will be no different. Expertly run by Ian and Val Swan under the umbrella of the Historic Rally Association the event has developed a devoutly loyal following in its short history. It is also an event which attracts quite a number of Maserati Club members and in 2001 there will be a special incentive for members.

Reputedly tough on navigation, outstanding on food, wine, camaraderie and enjoyment the event is limited to 60 entries in cars manufactured prior to December, 1976. In 2001 however, the event will be taking a new direction.

New Route for 2001

As Event Director Ian Swan said recently, "After 5 years exploring the magnificent countryside around the North East of Victoria it has been decided to take a new direction!"

The New Year will start with all enthusiasts of Classic Cars and Classic wines heading off to explore the South West of our great State. Geelong, the Bellarine Peninsula, the Great Ocean Road and the Otways will be the home to the "2001 Wine Odyssey".

Following discussions with past participants and some 'research' of the area in question (hard job!) the choice of a new 'locale' for the event will no doubt stimulate further interest in the event. "The encouragement of previous entrants of the Rallye de Bordeaux has led us to explore new wine regions of Victoria and we believe that next years event will prove that we have the best wines & wineries, the best roads and the friendliest people in Australia! Now of course there's no forgetting the best Auto Tests in Australia!"

The Event Format

"The 2001 Wine Odyssey is a 2 day rally with the opportunity for Interstate crews to leisurely drive home the morning after the finish, or like the

Melbourne crews, become tourists and enjoy the beautiful coast of the South West at a slightly slower pace”.

The 2001 Event Format

The Rallye starts in Melbourne from the classic ‘Chifley on Flemington’ Hotel (better known to older Melburnians as the “Old Melbourne”) on the morning of 26th January 2001 (this is the Australia Day holiday!). The Rallye then travels over some of Victoria's great roads to a 2-night stay at the 4 Star All Seasons Ambassador Hotel in Geelong. *“The idea of racing around the Docklands and then the Police Driver training complex should appeal to most!”* Ian said.

From the All Season Ambassador Hotel in Geelong, which should be familiar to those who ventured to Adelaide with the Grand Prix Rally, the 2001 event will begin exploring the new pastures of South West Victoria.

“How does an afternoon at the Anglesea Proving Ground trying out some of Jeff Beaumont's exciting Auto Tests or racing around the streets of Geelong in the peak of the Summer holidays or testing your skills on the track at the Geelong sporting complex appeal?” asked Ian.

The main Dinner & Function for the 2001 event is to be held at ‘Spray Farm’ on the Bellarine Peninsula *“dining on the front lawn in a marquee with the magnificent lights of Melbourne and Geelong turned on especially for us, a sight not to be missed!”* Ian commented.

Driver Events

The 2001 event will feature at least 8 driver events and Maserati Club member Jeff Beaumont as ‘Director’ of these events has been given the task to ensure they are both interesting and challenging to competitors and in keeping with the reputation and history of the event. Given Jeff's considerable experience as both a driver and navigator at the highest levels of rallying, this I suspect should not be too much of a problem.

Commenting on the 2001 event, Ian Swan said, *“The Directing Team of the Bordeaux has a number of guidelines that we have stuck to since its inception in 1996 and I believe that we have always come close to upholding these.”*

- ‘Professionally’ Organised
- Quality Driving Tests
- No nonsense Intelligent Navigation
- Quality Wine and Food functions

- Encouragement of Camaraderie amongst competitors
- Quality accommodation (best available)
- Restricted only to Classic & Historic vehicles
- Quality Trophies
- Value for Money

“The Rallye de Bordeaux first started in 1996 out of a desire of the Directors to fill the need for an event under the above guidelines and the success of the gastronomic motoring event of the decade, & now the millennium, has been very satisfying.”

Club Team Awards

To add further interest to the event in 2001 the Rallye de Bordeaux will be offering awards to teams from nominated clubs. In particular “... we will be promoting entries from Club members with more emphasis on this than class awards. We will be encouraging a team of 3-4 from the Maserati Club with a trophy going to the Club and to each team member.” Ian said. Based on previous events, finding a club team with 3-4 members in the event should not be too much of a problem.

When asked about the competitive aspects of the event Ian said, *“One of the attractions that we believe should be highlighted is that everyone can feature in the results of the Bordeaux whether it is for Outright or Class placing. The structure of the event is such that a well-driven car with a good navigator can win the event against the most exotic vehicles available. It is an event for every enthusiast!”*

Entries & Costs

It is anticipated that the Entry Fee for the 2001 Rallye de Bordeaux will be \$710 + GST and whilst this had not been finalised at the time of printing this newsletter, it is not anticipated to vary much from this amount. The accommodation package includes Luxury Twin Share for two nights and has been negotiated at a very competitive \$98.00 + GST per night.

Taken overall, the Rallye de Bordeaux is not only a fun event, but good value for money as well. For further information contact:

Ian or Val Swan
12 Trent Street, Moorabbin 3189
Phone: (03) 9553 3433 (BH) or (03) 9723 4478
e-mail: mac@ormac.com.au



Rally Tasmania & Lactos Heritage Rally

February 16-18, 2000

After three years of solid sponsorship of Rally Tasmania, Euan Hills has sold his ComputerLand business. With the sale of the business, the ComputerLand sponsorship for Rally Tasmania unfortunately went as well. In the context of the half-filled glass adage, the retirement of the ComputerLand sponsorship has opened the way for a new sponsorship opportunity for some enterprising business that can see the potential of this event. I'm sure Tony Wright would be willing to listen to any sound business proposition.

Whilst the loss of the ComputerLand sponsorship may have put Event Director Tony Wright behind the 8-ball temporarily, on other fronts things could not be better. Recently betrothed to the lovely Anne, Rally Tasmania has become a family affair. What better wedding present then with a record 87 entries by mid-August?

The 2001 Rally Route

In his recent newsletter to entrants Tony has signalled some changes in the route for 2001. The most significant change will be the elimination of the Cradle Mountain Lodge lunch break, always a good feed, being dropped in favour of a more 'public' coastal route and the location of the lunch/service break in Burnie.

DAY ONE will once again feature two special stages on the outskirts of Burnie to get the event underway. At this time, the exact stages are unknown.

DAY TWO will take competitors through a 'new' 2.5 km 'warm-up' stage offering better spectator views ('Mt Leslie' warm-up has been dropped) then onto Hellyer Gorge and Savage River for lunch. Following lunch it will Cradle Mountain and Hellyer in reverse and then back to Burnie for the 'Wivenhoe' hill climb stage and a 4.00 pm finish.

DAY THREE starts west of Burnie for two stages then back to Burnie for a Service Park, followed by two stages behind Ulverstone (to the East of Burnie) which

will include "Wilmot Hills". Then it's back to Burnie for a Service/Lunch Break. After lunch the two morning stages west of Burnie will be run in reverse and lead back into Burnie at the Service Park in the CBD. The casualty of the day will be the 'Moina' stage.

Tony Wright indicates that the total special stage distance will be some 160 km.

Who's going?

With 87 entries by the middle of August, who's going? Well for a start there are a number of well known names (eg Steve Coad and Gary Scott) who are doing the event for the first time as a lead up to Targa. Mile Sandy, who won in 1999 will be back to take on Graham Alexander who won the event this year and in 1998. Ray Lintott is apparently going to be there in a new, yet to be release Porsche 911 Turbo.

After much elbowing from Barry Oliver, Jim Richards has said "If I have a car, I'll be there." There are also some strong rumours that ARC protagonists Possum Bourne and Neil Bates will show up in their WRC Subaru and Toyota rally cars.

Club Members

As usual there is solid support for this event coming from members of the Maserati Club. In fact club members make up about 25% of the confirmed entries at this stage. Members participating include:

Jeff Beable	1997 Nissan GT-R V-Spec N1
Jeff Beaumont	1970 Porsche 911
Brian Canny	TBA
Michael Case	1973 Porsche 911
Bernard Case	1992 Mitsubishi Lancer GSR
Mark Connolly	1967 Fiat AC Coupe
Peter Eames	1963 Jaguar E-Type
Guy Edmonds	TBA
Andrew Gregory	1995 Ghibli Open Cup
John Hardy	1967 Alpine Renault A110
Tony Hawker	1985 Alfa Romeo GTV 6
Danny Jonas	1986 Mazda RX7 Series IV
Winston Kim	2000 Porsche 911 GT3
Peter Kyriakidis	1970 Ford Escort RS 1600
Stephen Lack	1992 Nissan Pulsar GtiR
Philip Meiklejohn	TBA
Andrew Ogg	1971 Ford Escort Twin Cam
Jim Reark	1975 Ferrari Dino 308GT4
Chris Stephen	1999 Subaru WRX STI
Geoff Taylor	1974 Porsche 911 Carrera
Peter Washington	1987 Toyota MR2
Chris Wilson	1965 Ford Cortina GT

There are at least six missing names from this year's event starters that I can think of whilst writing this

note, including, Simon Gischus in the Nissan 200SX-R, Reg Kenny in the Jag or Lotus Elise, Jack Klaver in the Ferrari 'Lightweight' GTB, David Ogg in the redoubtable MG, Ian Percy in the Porsche 944 S2 and John Spark in the Porsche 968CS. And that's not counting those club members that competed in 1999 or prior. All things considered it looks as if it will be another great event.

Do you want to be in it?

If you would like to enter Rally Tasmania/Lactos Heritage Rally then there is an Entry Form included with this newsletter. For further information concerning the event, contact the Event Director, Tony Wright on (03) 6436 2333, Mobile: 0428 364 824 or you can e-mail him at rallytas@bigpond.com.au



THE TENTH ANNIVERSARY

- BUT NO RIANA!

April 19 to 24, 2001

In the last issue of this newsletter we gave you a run-down on the planned route for Targa next year. All in all it was pretty impressive stuff. A new start day, a new finish day and a lot of change in-between. Since writing that piece there have been slight changes in the route, but more of that a bit later.

In the last week or so Targa Tasmania have released details of the progressive entry tally for the 2001 event. As at mid-August some 215 entries had been accepted for the running of the 10th anniversary Targa in 2001. Based on the progress to date it looks more than likely that the event in 2001 may well achieve the magic '300' entries that just eluded it this year. A quick run through some of the entries is probably in order:

Shannons Historic

In the Shannons Historic section there are already 12 entries with more expected. Amongst the 12 are club members:

- Des Dillon, and
- John Fitzpatrick.

Des has decided it's time to get back into the Hispano again and I'm quite sure that the sound of that venerable vehicle echoing its way around

Tasmania will once again excite the locals as it did in its first Targa appearance in 1992. John Fitzpatrick will be back in the Delage. They will be joined by a trio of Bugatti: Nick Cocks (son of the late Ian Cocks) in the 1926 Bugatti Type 35B, Richard Longes in the 1927 Bugatti Type 35B, Max Lane in the 1931 Bugatti Type 51. Rory Collins/Gordon Lindsay will add some dash in their 1935 Lagonda Rapide. So it would appear that this year's winner John Lawson and his 1938 Alfa Romeo Mille Miglia may have some opposition. The oldest car in the event thus far is Stuart Saunders' chain driven 1908 MAB ('Mallicet et Blin) replica, originating in France and complete with a 27 litre aircraft engine. The MAB will be making its second appearance in the event following its first event in 1992. Based on the diversity of the machinery, the Shannons Historic could well turn out to be one of the more interesting sections of the event.

Shannons Touring Classic

At this stage there are only a handful in this section of the event. Tasmanian Phillip Nicholls will be back in his Austin Healey Sprite and Tim Lynas in a 1959 Porsche 356A Cabriolet.

Classic

It comes as no surprise that the largest entry received to date is for the Classic competition. Whilst last year's winner Jeremy Browne is yet to enter, there is no shortage of familiar names who will be trying to win in 2001. Amongst the entries are those of the following club members:

- Len Cattlin
- Wayne Clark
- Andrew Ogg (back from retirement?)
- David Ogg
- Glenn Read
- Jim Reark
- John Rundell
- Geoff Taylor
- Gary Tierney
- Bob Watson

Modern

This year's winner Jim Richards is of course on the list, not in a GT3 this time, but a yet to be released 2000 Porsche Turbo 4WD. Ray Lintott has nominated the same vehicle. Amongst our club members are:

- Jeff Beable
- Warwick Freemantle
- Danny Jonas
- Reg Kenny
- Winston Kim
- Steve Phillips

It would appear that Warwick Freemantle has sold his front running 1995 Nissan GT-R V-spec N1 and gone for an older car - a 1993 Nissan GT-R V-spec - no doubt the 'older' car has some special advantages.

Vehicle yet to be nominated

Then there are a number of entries who have yet to specify a car. Amongst these is

- Chris Stephen

and a few other familiar faces including: Mike Batten; Garry Scott; Stewart Webster and Ross Williams.

2001 - The Final Route - Riana is no more!

As mentioned at the outset there have been a few route changes over what appeared in the last copy of this newsletter, viz:

- **Day One (Thursday):** As indicated in the last issue this will comprise a loop from and back to Launceston with lunch at Devonport. Included on the Day will be the familiar stages of Legana, Moriarty, Latrobe, Devonport, Nook and Sheffield - these will be combined with Glengarry, Deviot, Hillwood and Lilydale which were introduced for the first time this year. It was anticipated that these stages would be run on the Saturday, but road closure difficulties on that day have resulted in those stages now being run on Day 1 making a total of 10 stages, one more than this year on the opening day.
- **Day Two (Friday):** As anticipated the second day will be another loop out of Launceston and through the North East passes taking in The Sideling, Derby, Winnaleah, Weldborough Pass and Pyengan and then lunch at St Helens. After lunch it will be Elephant Pass (in reverse) and travel to Fingal and Avoca with probable stages at Mangana and another near Rossarden until arriving at Longford for the final stage. A total of 8 stages for the day.
- **Day Three (Saturday):** On the Saturday the trek to Burnie and down to Hobart begins. Saturday morning will be spent close to the lunch stop at Deloraine with three stages all of which were introduced this year: Deloraine, Quamby Brook and Montana. Mole Creek will be run in reverse and then its on to the traditional Saturday afternoon stages of Cethana, Wilmot and Gunns Plains. Riana, traditionally the last stage on Saturday afternoon, certainly the most challenging and no doubt the most famous (or infamous, depending on your viewpoint) unfortunately will be no more as for 2001 it will be

divided into two stages. The split has been instigated by CAMS. The first of the two stages will be called South Riana and the second Natone (a name familiar to those who run in Rally Tasmania & Lactos). Total stages for Saturday will therefore be 9.

- **Day Four (Sunday):** The run from Burnie to Hobart will be unchanged and will involve all the familiar stages that have made this a such a great day in the past. A total of 9 stages. Not sure whether they will be serving tea and scones at the fire station in New Norfolk though!
- **Day Five (Monday):** Will be pretty much as described in the last newsletter. Start at the Domain then onto new stages at Richmond and Runnymede before heading to Triubunna. Then comes the Rocky Hills stage at Mayfield Cliffs. The Lake Leake Road will be closed at its eastern end and then its off to Hobart taking in Ross, Colebrook (in reverse) and finishing the day at Grasstree Hill. Day five will be 9 stages.
- **Day Six (Tuesday):** The stages on this day will comprise those usually run on the Friday of the event - the loop South of Hobart. The only change appears to be the possibility of replacing Mt Nelson with a new stage at Bonnet Hill. Seems as if Ridgway Park may be a goer after all.

To date there are some 19 club members entered in this event. Probably a few more if you count the navigators as well. Some of the club members who participated in this years event and are yet to find their way onto the 2001 list include (not in any order) : Mike Roddy, Philip Caldwell, Mark Connolly, Jack Klaver, Kim Vadjia, Barry & Cheryl Batagol, Phillip Schudmak, Peter Eames, Vic and Chris Spiteri. Then of course there are all those club members who participated in the event in 1999 and prior.

Well this isn't meant to be a roll call, but it sure will be interesting to see who else joins the list by April 2001.

Bits 'n Pieces

- Club member **Colin Goundrey** wants to get hold of some used racing slicks or similar and a couple of driving suits to use in a display for his company. These items would of course be strictly on a loan basis. The tyres don't necessarily have to be on rims. If you can help Colin out, give him a call on 0407 045 159 or e-mail him at: colin.goundrey@alpharma.com.au
- If you happen to be watching the motorsport segments on Channel 10 on a Saturday or Sunday you might keep an eye on some of the members of this club who are actively involved in circuit racing this year: **D'Arcy Russell** in the GTP Nations Cup; **Michael Downard**, **Simon Froude** and **Winston Kim** in Porsche Cup and **Peter Floyd** & **Francis Placentino** are running in a one-make series, but not sure which one.
- Are you looking for a **Classic Rally Car**? Well if you are here is something that might be of interest. Jeff Beaumont has for sale a **Porsche 911**. This lightweight 1969 right hand drive car is available as a rolling shell for \$13,950. Alternatively it can be supplied with a 2.2 rebuilt motor and 5-speed gearbox ... or then again, you could buy it with a 2.4 motor and a 915 gearbox, which Jeff can provide. An FIA chrome-moly cage is also available if required. Then if you want do nothing but drive the car, Jeff can give you a quote for the completed car ready to rally. The 1969 Porsche 911 is of course eligible for such events as Classic Adelaide, Targa Tasmania, Lactos Heritage Rally to name a few. If you want further information, then give **Jeff Beaumont** a call on (03) 9842 5890.
- Thinking about the **Dutton GP Rally for 2001**. Wondering why you haven't heard anything about it so far? Well the answer could be that **John Blenden** decided not to run the event in late August. Since then it is understood that the Australian Grand Prix Corporation have decided that they want to continue to run the event, but are now looking for someone to do it on their behalf. Don't be surprised if you see the name **Octagon** not only associated with Targa Tasmania, but with the GP Rally as well. Interesting times we live in!
- Coincidentally, but unrelated, **Jeff Dutton** after at least 10 years association with the Grand Prix Rally decided that the 2000 GP Rally would be his company's last year as the naming rights sponsor. No doubt we will continue to refer to the event as the **Dutton GP Rally** for sometime though ... old habits die hard!
- Back to **Jeff Beaumont** for a minute. For a bloke who managed to run out of fuel on the recent Winter Classic Rally and admit to it, Jeff must be one of the more candid people around. Just back from Singapore it took a bit of a wrench before he finally came clean and admitted he had just won the '**Rally of Singapore**'. No doubt if he wins Classic Adelaide, we won't hear about it either!
- **Peter Eames** may be hard-pressed to get to Classic Adelaide this year. It seems Peter sold the faithful Jaguar XJ6 which has given him great service in Classic Adelaide and Targa Tasmania in preparation for the new 'toy'. Apparently after much searching Peter located a 1964 Lightweight E-Type in New Zealand. Following much discussion it was decided to have the restoration of the car and engine done in NZ by a Jaguar 'expert'. At the time of writing its not too clear whether the 'expertise' of the NZ Jaguar man actually related to Jaguar cars. Current thinking is the man may well have been a Zoologist and was perhaps only expert in the 'live' version of the species. Not much help to Peter, who is hoping these apocryphal stories prove to be untrue!
- If you haven't checked out the club website in a while then you might be interested to know that about 300 people visit the site every week. Web site traffic is up from about 120 per week at this time last year to just over 300 at the moment. Those interested in Maserati will find details of every Maserati ever manufactured, whilst those who have been to a track day this year or to Targa Tasmania may be surprise to see a photograph in action at one of these events.
- Whilst speaking of the web site - if you have a car to sell, then providing you have an e-mail address and can provide a couple of photographs of the vehicle in question, we will put the car and its details up on the site. There is no charge. You may not sell the car directly from the site, but as a starting point at least you can direct those with an interest to check your car out on the web.
- Finally, remember that you can download Entry Forms and track day results from the site. It is surprising the number of members who are now downloading these items from the club web site.

NOTICE OF MEETING

SPECIAL GENERAL MEETING TO ALTER THE RULES OF THE CLUB

Date: Monday, October 2, 2000
Venue: Bells Hotel & Brewery, 157 Moray Street, South Melbourne
Time: 6.00 pm for 6.30 pm
Business: To vote on the motion - "That the Rules of the Association be altered by revoking the Rules in their current form and replacing them with the Rules set out in Revision 3, October 2, 2000" Proposed by Jim Reark, seconded by Carol Williams

Background

Given the changing legal landscape in which we live the Committee felt it would be prudent for the club to engage a professional to review the Club Rules in light of changes in the law governing incorporated associations such as the Maserati Club of Australia, Inc. To this end the club engaged Fiona Thomas of Moores Legal. Fiona, who has consulted to car clubs similar to our own and to the Association of Motoring Clubs (AOMC) conducted the review and put forward a revised set of rules incorporating those changes which she felt the club should adopt. In summary these changes addressed:

- the club's income-tax exempt status;
- the power of the Committee to determine annual subscriptions;
- the capacity to increase the number of ordinary members of the Committee from a minimum of two up to a maximum of six;
- revised rules to broaden the basis on which committee meetings may be undertaken (eg by telephone)
- revised rules to resolve disputes
- new rules to address Audit, Trading, By Laws, Disclosure of Interest in Contracts

A copy of the proposed revised rules as developed by Fiona Thomas can be obtained from the 'Download' section of the club website. A copy of the proposed revised rules has been mailed to all voting members.

Jim Reark
President

New Members

The Club is pleased to welcome 13 new members since the end of June.

Adams, John	YEA VIC
Atanasovski, Vasko	LALOR VIC
Bosisto, Glyn	ALBERT PARK VIC
Dickinson, Neville	PARKDALE VIC
Forrest, Terry	WOODEND VIC
Jarrett, Stephen	SOUTH YARRA VIC
Lee, Lachlan	LOWER TEMPLESTOWE VIC
Manolios, Jim	BRIGHTON VIC
Moodie, James	NORTH BALWYN VIC
Ogg, David	PORT MELBOURNE VIC
Ramus, Geoff	FRANKSTON SOUTH VIC
Rudd, Ian	HAMPTON VIC
Wilson, Lyndon	RINGWOOD BC 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

Contact numbers for Committee members are:

President	Jim Reark	9583 7675
Vice-President	Carol Williams	9745 2700
Treasurer	Andrew Gregory	9807 1990
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 scheduled for Monday, October 2, 2000.