



Happy New Year!

I don't know about you, but as far as I'm concerned 1996 seems to have gone almost as quickly as it arrived. Certainly from a personal point of the view, the last month slipped by very quickly and what was planned as an early December issue of this "newsletter" has now become "late December". From a Club point of view 1996 has been an eventful year, and a particularly busy year for those with a broad interest in motoring and motorsport. On behalf of the Committee of the Club, we extend our seasons greetings to you and your family and our best wishes for a safe and happy year ahead!

The Year Ahead

For anyone with an interest in motoring, motorsport and Club events, the first few months of 1997 are full of choices. Here are a few of those, most of which we provide further information on in this issue.

- **Rally de Bordeaux** (HRA, January 23)
- **The Gourmet Weekend (Mas, January 31)**
- **Driver Training Weekend (Maserati, Feb 15)**
- **Lactos Rally** (Rally Tasmania, Feb 21)
- **Dutton GP Rally** (February 28)
- **Melbourne Motor Show** (from February 28)
- **Geelong Speed Trials** (VSCC, March 2)
- **F1 Technology Conference** (March 5)
- **Targa Cocktail Party** (March 7)
- **The Grand Ball** (Windsor on March 7)
- **Grand Prix Dinner (Maserati, March 8)**
- **AGP F1** (Albert Park, March 9)
- **GP Auction** (Shannons, March 10)
- **SATCC Round 2** (Calder, March 16)
- **VHRR Historics** (Phillip Island, March 16)
- **Maserati GP Track Day (Maserati, March 16)**
- **National Concours** (Autopromos, March 23)
- **Superbikes** (Phillip Island, March 23)
- **Maserati National Rally** (Canberra, March 28)
- **IndyCar Classic Rally** (Sydney, March 29)
- **IndyCar** (Surfers Paradise, April 6)
- **Targa Tasmania** (Boat leaves, April 11)
- **SATCC Round 3** (Phillip Island, April 13)

As you will note from the list, the Club has three events occurring prior to the AGP. Booking slips for **The Gourmet Weekend, Driver Training Weekend, The Maserati GP Dinner and Maserati GP Track Day** are provided with this issue. You will note that the Club **GP Track Day** at Sandown conflicts with the VHRR Historics at Phillip Island, which is unfortunate as many members would have liked to do both. Unfortunately the availability of tracks at this time of year limited our choices. A variety of other social events and activities of other Clubs during this period have not been included in this listing, but are shown (where they are known) on the Club Calendar which is enclosed.

The Gourmet Weekend

Skenes Creek

January 31 to February 2, 1992

Barry Williams has organised something special for the person who enjoys their food, wine and great roads. He has arranged accommodation at Chris's Beacon Point Restaurant & Motel; three special meals and selected some great roads to get you to these gourmet locations. The planned itinerary is as follows:

Friday, January 31: The objective is to get to Chris's at Skene Creek (Barry will provide a map) in time for a pleasant evening in the Restaurant, commencing at approximately **9.30 pm**. There is no set menu ... and certainly no formality. Skenes Creek is located about 12 miles on the Lorne side of Apollo Bay. It's about 2hrs from Melbourne.

Accommodation: The motel units comprise two separate bedrooms, bathroom, laundry, lounge-dining and kitchen area with an outside balcony and a sensational view. As accommodation is limited to you will need to share the lounge and facilities with another couple. Each unit has TV (reception is poor), Video (bring your own tapes) and cooking utensils (provide your own fruit juice, toast, tea, coffee etc) **NO BREAKFAST** is provided.

Saturday: Depart Skenes Creek for Brunch at the famous Bay Leaf Cafe in Apollo Bay at 10.00 am. Following brunch look around Apollo Bay then leave via some great roads to a secret location for Afternoon Tea/Snack. Return around 5.00 pm for a rest, clean up and preparation for a fabulous dinner at Chris's Restaurant.

Sunday: Depart Skenes Creek around 10.30 via a secret route to arrive at George Biron's Sunnybrae Restaurant at approximately 1.00 pm. Following a fabulous meal at George's depart on some good roads back to Melbourne 1½ - 2 hours away.

Likely Costs: The likely per person cost is **\$215 plus drinks**. Accommodation (\$110), Saturday Brunch (\$15), Saturday dinner (\$35), Sunday Lunch (\$55).

If you would like to attend then return the booking slip and a cheque (\$110/person) by January 13, 1997 to guarantee your place.

The President's Day Domaine Chandon Sunday, November 17, 1996

This year the Club chose to hold the President's Day at Domaine Chandon in the Yarra Valley. The objective was to create a family day at an interesting location with which we could combine with a "fun run" to get there, a concours and prizes and a pleasant inexpensive lunch. Despite the threat of rain, over 150 club members and friends of the Club attended and 56 cars were displayed in the concours and many more graced the car park.

A booklet summarising the results was circulated to those who participated in the concours. As many members and friends of the Club were interested in the outcome of this event we have included a copy of the results with this issue for your interest.

Our congratulations to Andrew Gregory for winning the President's Cup awarded by the judging panel to the "Car of the Show" and also to Reg Hunt for winning the Exhibitors Trophy which was decided by those exhibiting a car on the day.

Special thanks also to Lance Dixon's MG Melbourne and Shannons for their support of this event, which made it all possible.

Xmas at The Point *Sponsored by Shannons* Saturday, December 14, 1996

The Club held a highly successful Xmas Lunch this year at The Point, which is a fine restaurant on Aquatic Drive at Albert Park Lake, right in the centre of where the F1 action at the AGP will be located in March next year. About 70 members and guests managed to find the time on a busy Saturday prior to Xmas to come along and enjoy the fine food and the outstanding location.

Some champagne provided by the Club on arrival got the day off to a good start at around 12.30 pm and a number of members were still recounting tales from events earlier in the year until very late in the day. It's amazing what a little wine, a pleasant view from a balcony outlook and sunshine can produce when the subject of motoring and motorsport is on the agenda. Our thanks to Shannons for their support of this important Club event.

Some Club Members Enjoying Recent Success

Several Club members have enjoyed success in various motorsport events recently. These include:

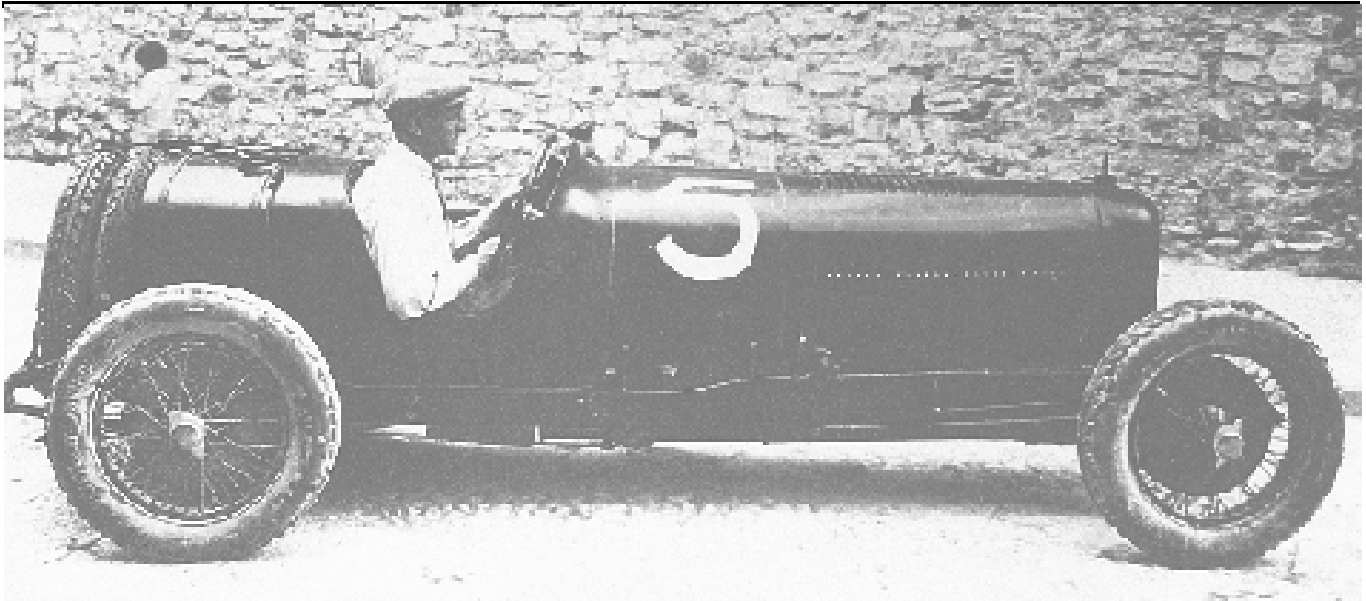
- **Vincent Westphal:** Winner of the Bathurst Legends Rally with Jo Scollary in an HSV Commodore. This was not a flash in the pan result, but the second time in a row. Not bad given the competition and the fact that only two of these events have been conducted.
- **D'Arcy Russell:** Some said it was a bit too late for D'Arcy to try his hand at the Porsche Cup. He ignored them. Despite some early difficulties D'Arcy was named the "Rookie of the Year" after some outstanding performances in B class.
- **Danny Loypur:** In what had been a close struggle between Jeff Beable and Ed Aitken for the first day or so of The 3 Peaks Rallye, Danny Loypur came home like the proverbial train to win the rally and finish more than 500 points clear of Jeff Beable. **Ed Aitken** finished third.
- **Tom Warwick and Cameron McConville:** The Warwick Fabrics sponsored Porsche 911 Carrera RSCS with Cameron McConville at the wheel clinched the Australian GT Production Car Championship following successive victories in the Oran Park Grand Final. Jim Richards was second.

Our congratulations to them all!

VALE

The members and Committee of the Maserati Club of Australia, extend their profound sympathy and condolences to the family, relatives and friends of **Joseph, Irena and Daniel Viola** who died tragically near Coldstream on the morning of Thursday, December 12, 1996.

All those who love Italian performance cars and those who sought to use them in the manner intended, will miss Joseph's dedication to perfection, his insight, thoroughness, enthusiasm for competition, support and friendship.



Tipo 26

A Brief History of Maserati

Wandering through various sites on the Internet the other evening I came across the Club Maserati site. Club Maserati is a non-profit organisation created by Maserati in 1987 for the purposes of establishing closer ties with their customers. President is Ing. Eugenio Alzati, the Managing Director of Maserati, Vice President is Dr Luigi Maglione (Maserati's Sales Manager) and the secretariate is managed by Antonello Cucchi, one of the founders. The other members of the board of directors of Club Maserati are Gigi Villorosi, Sergio Mantovani both of whom are famous former drivers of Maserati racing cars, Ermano Cozza who is in charge of the Maserati Museum and archives and Walter Gualdrini, one of the most important collectors of Maserati model cars in the world. A feature of the site is the brief history of Maserati, which because of its "official" status, I felt it would be of interest to many members and accordingly have reproduced it below:

1914 - 1996

On **December 14, 1914** a new company was born in Bologna: "Società Anonima Officine Alfieri Maserati" a name that was to become a legend on all the race tracks and the roads of the world. The founders were four brothers: Alfieri, Ettore, Ernesto and later Bindo Maserati.

The first car they were wholly responsible for was the **Tipo 26**, built in **1926**. The engine was an 8-cylinder in line with a 1.5 litre supercharged displacement that developed 120 bhp at 5300 rpm. Above the radiator a then unknown badge presented a trident that evoked Bologna's famous statue of Neptune.



The Tipo 26 made its debut with Alfieri Maserati at the wheel and Guerino Bertocchi as mechanic in the Targa Florio on April 25 1926.

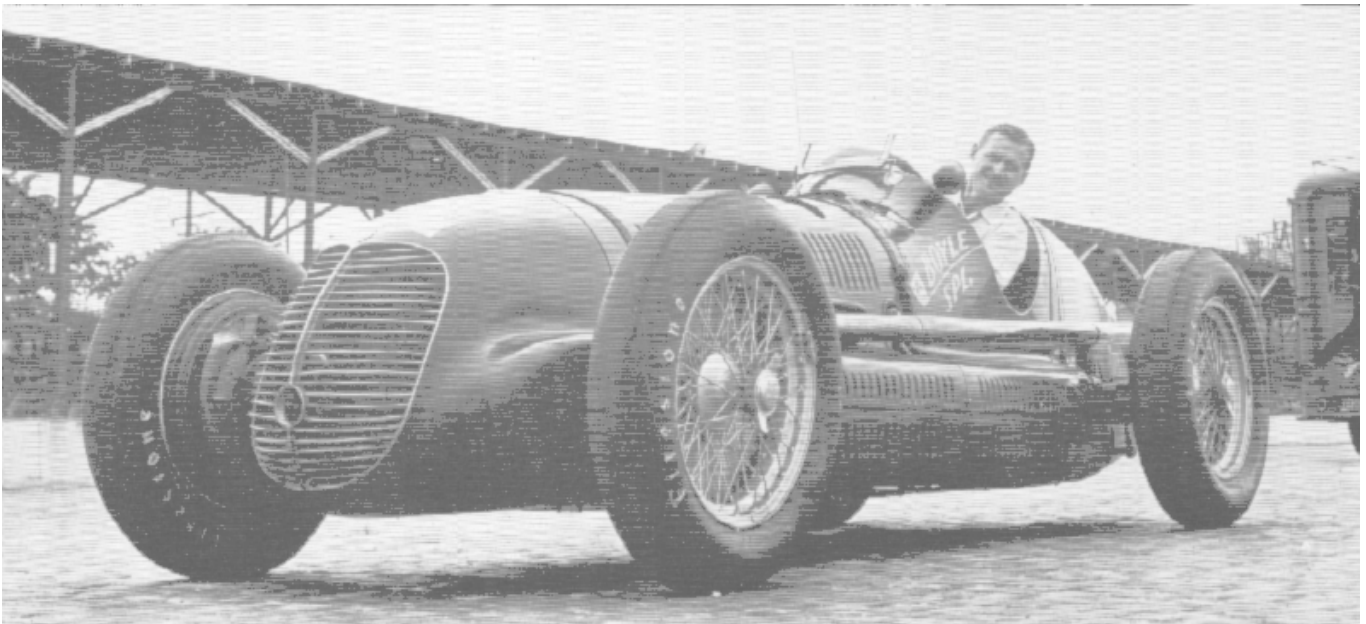
It came first in its class, ninth overall.

After that the wins came thick and fast. In 1929 Maserati won the Tripoli Grand Prix (Borzacchini-E.

Maserati) and the Mille Miglia (overall winner). In the same year, **Borzacchini** set a new 3-5 litre world speed record in a Maserati Tipo V4, an extraordinary car with a **V16** engine made by coupling together two Tipo 26 engine blocks. The Maserati's average speed of 246.069 km/h was achieved from a propelled start on a 10 km track near Cremona and was not beaten until eight years later (by Auto Union).

It was a performance that did a lot for the Maserati image and sales figures.

The powerful V4 was joined by the 26M, considered by many Alfieri's masterpiece. That was the era of the great Maserati drivers: **Arcangeli, Varzi** and **Fagioli** who won at Monza in an 8C 2800. Alfieri Maserati then created the **4 CTR** a 4-cylinder, 1088 cc turbocharged model that was more versatile and mechanically more complex. It was to be Alfieri's last car, since he died at only 44 on March 3, 1932.



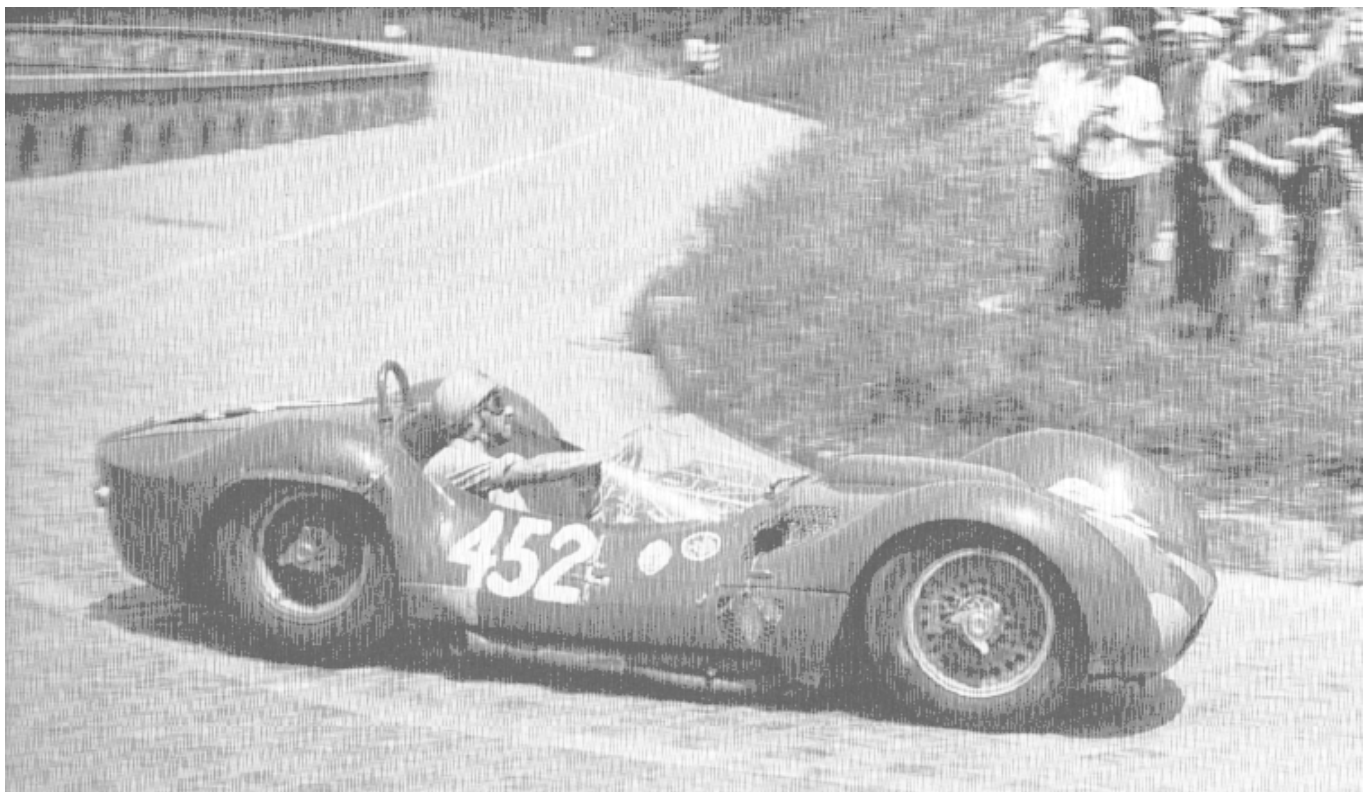
Maserati won at Indianapolis twice: 1939 and 1940. Pictured is Wilbur Shaw driving the successful 8CTF. Shaw's success did wonders for Maserati's reputation in the US and established it as a household name.

In 1933, **Nuvolari** appeared on the scene, driving the 8C to victory in the Belgian Grand Prix, the Coppa Ciano at Montenero and the Nice Grand Prix.

In 1939, the GP formula was changed to 4500 cc for aspirated, 3000 cc for supercharged engines. Maserati went for the second option and created the **8CTF**, an 8-cylinder that developed 350 bhp at 6300 rpm. That was also the year of a sensational triumph for the firm. An 8CTF sold in the USA and driven by **Wilbur Shaw** won the **Indianapolis 500**.

Still in 1939, Maserati was taken over by the **Orsi** family and moved to its present home on Viale Ciro Menotti. The new head of its engineering division was Alberto Massimino.

The new owners had their first encounter with the racing circuit on April 22, 1946 when **Gigi Villorosi** won the Nice Grand Prix in a 4 CL. In the same year Sommer won the Marseilles G.P.



The Tipo 60 or "Maserati Spaghetti" or "Birdcage" as it was also known, pictured here driven by Orlando Givoni in the 1964 Bologna-Raticosa. This model and its successor the Tipo 61 were widely campaigned by Stirling Moss and Dan Gurney, amongst others in the US.



Maserati Ghibli GT lightweight produced for the Ghibli Cup at the Sydney motor show. One of only very few in RHD.

The **A6 Sport** designed for owner-drivers came out in this early post-war period. In the same year it was developed into a tourer coupé with a 1.5 litre 6-cylinder 64 bhp engine and a body by Pinin Farina. That was Maserati's first ever road car.

In **1953** Maserati went back into motor racing and hired the engineer Gioacchino Colombo, who produced a thoroughly updated, more powerful version of the A6 GCM. This racing car was then flanked by the **A6 GCS** sports car version.

In **1954**, Maserati launched a sports car that was not necessarily a racing model. That was the **A6 G54** (6 cylinders in line, 1985 cc, 150 bhp), available in spider and coupé formats with bodywork by Allemano, Frua and Zagato.

In **1957**, **Stirling Moss** left Maserati after he had racked up numerous victories in the **250 F** but had failed to win the F1 world championship. His place was taken by **Fangio** who made a triumphant debut in the Argentine Grand Prix where Maserati took all three places on the podium. (1st Fangio, 2nd Behra, 3rd Menditeguy). By the end of the season Fangio had won the world title in a Maserati 250 F. At the same time, Maserati was also excelling itself in the World Sports car Championship with the legendary **450S**, a genuine powerhouse driven by a weighty 4.5 litre V8 engine that developed 400 bhp. Then at the end of the year Maserati unexpectedly announced that it would no longer race, though it would go on designing racing cars. Indeed it went on to produce several masterpieces of the art including the **Tipo 60** and the **61 "Birdcage"** as well as the 3-litre V12 power unit used on the **Cooper Maserati** Formula 1 car in 1965-67.

All great changes in the world of industry are dictated by economic circumstances, mostly of a negative kind. Thus it was that Maserati decided to concentrate on production cars in late 1957. Its first steps in this new direction were hesitant (the **A6**, **A6G**, **A6G/54**), but in 1957-75 Maserati went on to

produce eleven of the most important models in the history of Italian quality car manufacture.

Maserati began with the assumption that a performance car did not have to be spartan, noisy and terribly difficult to drive. That was the birth of a new concept, the Grand Tourer that was to achieve worldwide renown. The founder of this great tradition was the **3500 GT** Touring coupé (1957-64) and its spider version by Vignale. It was followed by the **5000 GT** (1959-64), famous in its **Shah of Persia** Touring version, the Vignale **Sebring** (1963-69), the **Quattroporte** (1963-69), the **Mistral** (1963-70) with coupé and spider bodywork by Frua, the **Mexico** (1966-72) also by **Vignale**, the ultra-elegant **Ghibli** (1966-73) in coupé and spider versions by Ghia, the **Indy** (1969-76) with Vignale's 4-seater coup' body.

In **1968**, the Orsi family sold Maserati to **Citroën** which was primarily interested in acquiring its engine know-how. Indeed a 6-cylinder Maserati engine was used on the Citroën SM coupé. Under the new management and in total contrast with Maserati's traditional insistence on a front-mounted engine, the firm also produced two centre-engined models: the **Bora** (1971-79) with a 90° V8 engine and the **Merak** (1972-83) with a 90° V6 power unit, both of them with Italdesign bodies. Citroën also introduced a new version of the Quattroporte with SM mechanicals and front wheel drive! Very few were ever produced and the model was never homologated.

1973 saw the debut of the **Khamsin**, a sharply cut streamlined coupé with a Bertone body. In the same year, though, Maserati sales were badly hit by the oil crisis and Citroën pulled out.

In **1976** **Alejandro De Tomaso** came to the rescue with GEPI back-up and reorganised the company, calling in Guerino and Aurelio Bertocchi to join him. By Spring of that same year Maserati had a new model to present at the Geneva Show. That was the **Kyalami** a coupé derived from the De Tomaso Longchamps. And at the Turin Show which followed, Maserati presented the **Quattroporte III** saloon with a saloon body by Giugiaro and a 300 bhp 8-cylinder power unit.

In **1981-93** Maserati produced numerous 6- and 8-cylinder twin turbo models with 2.0, 2.5, 2.8 and 3.2 litre engines: from the **Biturbo** to the Spider and on to the **420**, **430**, **228**, **2.24v.**, **4.24v.**, not to mention the **Racing**, the **Shamal** and the **Ghibli**.

In **1993** Maserati was taken over by **Fiat Auto**.

In **1994** Maserati presented both the up-dated version of the Ghibli (MY94) and the special version called **KS** (Sports Kit).

In 1995 the new version of the Ghibli unofficially called GT was released. In 1996 the V8 version of the Quattroporte, the **Quattroporte V8 3,2** went on sale in mid-year.

Today, Maserati remains one of the most important companies in the Emilia Region's effervescent industrial fabric. The Maserati factory on Viale Ciro Menotti occupies a 43,500 sq.m. site and employs 300 people. Maserati does everything else: from design aided by the latest computer systems to engineering and from foundry work to assembly and outfitting. Maserati's output goes 60% to export and 40% to the home market. Maserati currently boasts a sales network with 35 dealers in Italy and 250 abroad.



Maserati's Australian Dealers: Sreck Lorbek and Tony Graziano at the Sydney Motor Show recently.

Driver Training Weekend Winton - Rutherglen February 15 & 16, 1997

Do you want to improve your driving skills? Be part of a small field focussed on Driver Training with professional instructors?. An event catering for both experienced and inexperienced drivers? Well, we have developed THE event to fill that need and its on at Winton on February 15, 1996.

The event will be conducted at Winton and comprise a track day, followed by a presentation dinner at a local winery. Accommodation and transport to and from the dinner will be provided. Key features of the day will be:

- **Entries will be limited to THIRTY**
- It will be a CAMS sanctioned event and the normal Ambulance, Recovery, Fire & Rescue, Timing, Marshalling, Scrutineering provisions will be made
- Scrutineering will commence at 8.30 am and the program will commence at 9.00 am
- **Driving Instruction** will be provided throughout the day by the professionals from **Driveskill**.
- There will be one Driveskill instructor for each group of FIVE entrants.
- Sessions prior to the lunch period will focus on the improvement of skills in cornering, braking and there will be a period of track familiarisation.
- **Lunch will be provided**
- Afternoon sessions will comprise a practise and timed laps session
- The track will close at 5.00 pm.
- **Accommodation will be provided**
- A **Presentation dinner will be held** in the evening and a bus will be arranged to transport entrants from the hotel to the dinner and return
- **Breakfast will be provided** the next morning (Sunday, February 16), a wine tour will be available or you are free to return to Melbourne.

This weekend will provide you the opportunity to drive on the new Winton Track. The track improvements will just have been completed. More important it provides an ideal opportunity for you to improve your driving skills prior to the GP Rally or Targa Tasmania or just because you feel that you would benefit from such a program. **Cost is \$395 (includes track fees, meals and accommodation) and a Booking Slip is enclosed. Successful entries will be notified in writing.**

Maserati Grand Prix Dinner Matteo's Ristorante Saturday, March 8, 1997

The Maserati Club's Grand Prix dinner is to be held at Matteo's on Saturday, March 8, 1996. The cost is a modest \$65 per head plus drinks. The cost and location of the dinner are the same as that for the last Grand Prix. Those who attended that dinner all felt the location and the food were outstanding. So as the new Crown Casino will not be completed as scheduled, we are going back to Matteo's.

As it was earlier this year, the eve of the Melbourne Grand Prix is a great time for a special social event. It will be a great night again in March, filled with the excitement of the Grand Prix carnival and the anticipation of the day to follow. Final qualifying will have resulted in some surprises and no doubt forecasts of likely winners will probably be the hot topic of conversation. Matteo's is a fitting restaurant to stage this event. It has developed and maintained an outstanding name for its fine food and wine and reasonable prices.

Reservations for the dinner are now open. So if you would like to come, get in now. Whilst preference will be given to Club members, you do NOT have to be a current member of the Club to attend. Bring your friends or your interstate guests.

The booking slip for the event is enclosed. Please note that bookings for this event will be accepted strictly in order of receipt. To confirm your booking, please return the booking slip with your cheque in the reply paid envelope provided *as soon as possible*. **ACCEPTANCE WILL BE STRICTLY ON A FIRST COME FIRST SERVED BASIS.**

Maserati Grand Prix Dinner	
Location:	Matteo's Ristorante, 533 Brunswick Street, North Fitzroy
How to get there?	Melways Reference is 44 A1 or 2C B3. If you like you can come by Tram. The No 10 and 11 trams from the city go right by!
Cost?	Members & Guests: \$65/head Non-Members & Guests: \$75/head
Date & Time:	7.30 pm for 8.00 pm on Saturday, March 8, 1996
Dress:	Smart Casual

Maserati Grand Prix Track Day Sandown Sunday, March 16, 1997

Earlier this year the Club held a highly successful track day at Calder and we had hoped to repeat it at the same time next year. Unfortunately, that date was not available so we have opted for Sunday, March 16, 1997 at Sandown. Sadly this date coincides the VHRR Phillip Island Classic and we regret that no suitable alternative date elsewhere was available.

Whilst a number of Club members will obviously be down at Phillip Island on this day, many more of course will not be competing. The Club will adopt its normal track day format and the event will cater for both experienced and inexperienced drivers.

Catering

As usual 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.** Come along early and have breakfast!

Gourmet BBQ

At lunchtime (from 12.00 noon) the Club will be offering a **Gourmet BBQ Lunch** in pit garages adjacent to the canteen. Admission will be by pre-paid ticket only. There are no concessions for children. As the number of places is limited, **booking for the Gourmet BBQ 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, by Friday, February 28, 1997

Entries

CAMS Basic License or superior and Club Membership must be presented or purchased at Scrutineering. Financial members of the following Clubs are invited to enter this event: MASERATI CLUB OF AUSTRALIA, INC., ALFA ROMEO OWNERS CLUB OF AUST (VIC), AUSTIN HEALEY OWNERS CLUB, AUSTRALIAN FERRARI REGISTER, INC., CLUB LOTUS, FIAT CAR CLUB, JAGUAR CAR CLUB OF VICTORIA SPORTING REG, MG CAR CLUB, PIARC, PORSCHE CLUB OF VICTORIA and VHRR. Entries at

a Fee of \$85 will be accepted until Friday, February 28, 1997.

Entry Forms

An Official Entry Form and reply paid envelope are enclosed with this issue. The Supplementary Regulations for the event will be forwarded to all Entrants during February. **Entries at a Fee of \$100 will be accepted after February 28, 1997, up until the commencement of the event.** Entries to the event will be accepted strictly in order of receipt of paid entry fees. Tickets for admission to the Gourmet BBQ Lunch are to be collected on the day at Documentation.

Something for everyone

The event has been organised to ensure that both experienced drivers and newcomers gain something from the day. If you haven't been to a track day before, this is a perfect learning opportunity. The Club in conjunction with Geoff Fickling and his professional team from DRIVESKILL International will be there to provide expert instruction to both new and experienced drivers.

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 Maserati Grand Prix Track Day offers something for everyone. Make a point of coming along. Bring your family and friends. It's a fun day as well as a great learning opportunity.

Maserati Club Hospitality!

To finish the day on a high note, the Club will provide its customary FREE BBQ and FREE drinks, when the track closes at 5.00 pm. As is also customary, this is your opportunity to reflect on a great day and explain the reasons why you were not faster than Fangio!

Sandown International Motor Raceway

Location: 25km south-east of Melbourne at Springvale. Melway Ref. 80 D9

Access: Via Sandown Rd off Springvale Rd. Melway Ref. 80 A9

Natural Selection at its Best!

Ian McKenzie passed the following story on to me. He felt the readers of this notebook, might get a kick out of it ...

You know all about the Darwin Awards - It's an annual honour given to the person who did the gene pool the biggest service by killing themselves in the most extraordinarily stupid way. Last year's winner was the fellow who was killed by a Coke machine which toppled over on top of him as he was attempting to tip a free can out of it.

And this year's nominee is:

The Arizona Highway patrol came upon a pile of smoldering metal embedded into the side of a cliff rising above the road at the apex of a curve. The wreckage resembled the site of an airplane crash, but it was a car. The type of car was unidentifiable at the scene. The lab finally figured out what it was and what had happened.

It seems that a guy had somehow got hold of a JATO unit (Jet Assisted Take Off ... actually a solid fuel rocket) that is used to give heavy military transport planes an extra "push" for taking off from short airfields. He had driven his Maserati out into the desert and found a long, straight section of road. Then he attached the JATO unit to his car, jumped in, got up some speed and fired off the JATO!

The facts as best as could be determined are that the operator of the 1967 Maserati Ghibli hit JATO ignition at a distance approximately 3.0 miles from the crash site. This was established by the prominent scorched and melted asphalt at that location. The JATO if operating properly, would have reached maximum thrust within 5 seconds, causing the Maserati to reach speeds well in excess of 350 mph and continuing at full power for an additional 20-25 seconds. The driver, soon to be a pilot, most likely would have experienced G-forces usually reserved for dogfighting in an F-14 under full after-burners, basically causing him to become insignificant for the remainder of the event. However, the car remained on the straight highway for about 2.5 miles (15-20 seconds) before the driver applied and completely melted the brakes, blowing the tires and leaving thick rubber marks on the road surface, then becoming airborne for an additional 1.4 miles and impacting the cliff face at a height of 125 feet leaving a blackened crater 3 feet deep in the rock.

Most of the driver's remains were not recoverable; however, some small fragments of bone, teeth and

hair were extracted from the crater and fingernail and bone shards were removed from a piece of debris believed to be portion of the steering wheel.

CH Plates: A Warning

The Victorian Club Permit Scheme (CH Plates) is a convenient and inexpensive means of ensuring that qualifying vehicles can be legally driven on public roads whilst attending or participating in Club events. The permit system obviously depends on participants ensuring that CH permit vehicles are only on the road for legitimate purposes and that the conditions of use applicable to the scheme are not abused.

Brian Simpson in a note in the VHRR Club magazine had something of interest to say to all CH Permit users, which I have included below:

- The Association of Motoring Clubs Inc. has issued a **warning to drivers** who use a car registered for road use under the Victorian Club Permit Scheme (CH-Plates). A small number of enthusiasts are abusing the scheme in an illegal manner by swapping club permit plates between two or more vehicles in order to avoid paying the annual fee of \$79 for each eligible vehicle. Apart from being subject to a \$500 fine for the offence and the insurance avoiding ramification, this action is placing the future of the scheme in jeopardy. The AOMC recommends participating Clubs to report offending members to VicRoads in order to protect the other club members and the scheme in general.
- Several competitors in competition events report requests from the police for vehicle roadworthy tests in the mail a few days later. This follows competing in cars with CH-plates attached. The presumption is that checks will be made on exhaust noise levels and that the plate actually represents the particular vehicle. In order to avoid this time consuming and risky disruption it would be wise to remove CH plates during competition

Of course, using a vehicle with CH Plates for everyday use on the road, or as occasional transport not connected with a club event, is an equally big "No! No!".

In summary: **DON'T ABUSE CH-PLATES** and **DON'T COMPETE IN PLATES**



1997 Rallye de Bordeaux January 23 to 26, 1997

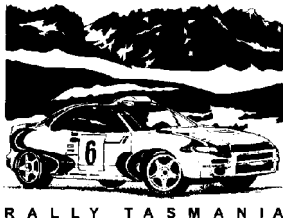
The Club members who we went on the 1996 Le Bordeaux Rallye in January of this year, came away saying what a great time they had and what an outstanding event it was. I had forgotten about this event until recently on The 3 Peaks Rallye a number of people kept saying the same thing. Thanks to Terence Seymour and Ian Swan of the Historic Rally Association, I can now provide you some information concerning this event.

For 1997 the event has changed its name to the 1997 Rallye de Bordeaux and the organisers promise that despite the name change it will continue to be "*Fun, Fun, Fun.*" Enthusiasm for this event seems to be quite high, as Ian Swan says: "*I guarantee if you're an enthusiast of Classic cars & Classic wines, you will have a weekend not to be forgotten. After the success of the 1996 Le Bordeaux Rallye it was decided that it is very important that we maintain the concept ... Intelligent navigation, exhilarating driving tests, and enjoyable motor sport, all mixed in the evenings, with high quality food and wine. We call it the Gastronomical Motoring Event of the Decade!!*"

The 1997 event starts in Ballarat on Thursday night the 23rd of January and finishes to quote Ian Swan "*in a beautiful winery setting*" on the afternoon of Sunday, January 26 near Albury. Similarly to this year's event, the entry fee will include "*Dinner parties on both the Friday and Saturday nights along with cocktails on Thursday, Friday and Saturday evenings and Luncheon presentation on Sunday. The year we even include DRINKS with Saturday evenings dinner!*"

The entry fee for the event is \$790.00 per crew of two. Other costs will be accommodation (approx \$280 per twin share [including breakfast] for Thursday, Friday and Saturday nights), petrol and refreshments. The field is limited to 60 cars.

For further information contact Ian or Val Swan on (03) 9723 4478



Rally Tasmania, 1997 Lactos Heritage Rally February 21-23, 1997 UPDATE

Some recent correspondence from Tony Wright concerning these two events, which run concurrently on the same course, suggest that his predictions of a substantially larger field this year are more than certainly correct! Indeed before entries had opened nearly 50 competitors had signed up. Judging by the early entry list the weekend of February 21 to 23, 1997 will be spectacular in terms of both the quality of the field and competitive action.

A number of Maserati Club members were amongst the early entries and include: Chris Stephen, Des Dillon, Rob Svensen and Winston Kim. Other names well known to many club members include: John Fitzpatrick, David Ogg, Max Lane, Ross Williams, Bruce Hogarth, Leigh Mundy, Bruce Jessup, Geoff Taylor, Reg Kenny, Danny Jonas, Cameron Parsons, John Bryson, Tony Bennetto.

With official Police approval of the 1997 route finalised and the route instructions now completed, Tony Wright says competitors will be treated to some of the best stages to be found anywhere in the world. The event gets underway on the Friday at 6.00 pm from the Burnie Civic Centre and involves two evening stages : Olinda (9km) and Yolla (4.5km) conducted in daylight. These two stages are intended to help define a starting order. Leg 2 commences the following morning at 9.30 am and takes in Hellyer Gorge (15.5km) and the spectacular Savage River (26km). Following lunch competitors return to Burnie doing Savage River, Hellyer Gorge and Olinda in the reverse direction followed by a service break at the Lactos Cheese Centre. Resuming after the service break a shortened version of "Tewksbury" (7.5km), a new stage "West Ridgley" (7.5km) will follow and then a return to the Lactos Cheese Centre before being re-grouped to tackle the Burnie Street Stage.

The last day, Sunday will see the commencement of Leg 3 starting with some major changes to Wilmot (6km), followed by a sensational "new" Round Mountain stage (19km) achieved by joining the previous Round Mountain and Lake Cethana Stages. Then its on to Mersey Valley (16km) and Paradise (9km) and a service break at Sheffield. From Sheffield, competitors will take on a new Palooma (4km in reverse to last year) and a new stage Castra (8km-the first 8km of Targa's Gunns Plains) followed by a new final stage called Leven Valley (8km) finishing in Gunns Plains. From there its back to Lactos for the rally finish at 2.30 pm. The presentation dinner at the Civic Centre in Burnie will top of a great day and what certainly promises to be a great event.

If you are interested in entering the event, phone **Tony Wright at Rally Tasmania Promotions Pty Ltd on (03) 6433 0990 or on his mobile 015 871 721**. As explained in the previous issue Entry Fees are \$450 to January 31, 1997 and a freight subsidy is available to get your car safely and very cheaply to Burnie.



G E E L O N G SPEED TRIALS



Eastern Beach Sunday, March 2, 1996

The Geelong Speed Trials Committee have invited the Maserati Club to the Speed Trials on Sunday, March 2, 1996. This is the 41st Geelong Speed Trials and is an important event on the historic racing calendar. Since 1978 this event has been organised by Gary Grant and a subcommittee of volunteers from the Vintage Sports Car Club of Australia. Entry to the event is free, but proceeds from collections food and program sales go to Apex and charity projects.

The day at Geelong offers more than just sprints. A Concours D'Elegance, sponsored by Shannons, with very substantial prizes and a "Best Car Club Display" Trophy in the Enthusiast Car Park is open to every Club that is there on the day. There will also be a "Show & Shine" event for cars that are driven regularly (ie club cars) and there is also no entry fee for this event and cars may be entered on the day.

Each year a "theme" is adopted for the Trials. This year the event is featuring Australian made vehicles

throughout the sprints and encouraging the same in the Enthusiasts Car Park.

The Geelong Speed Trials are held on Ritchie Boulevard on the Geelong foreshore (Eastern Beach) right in the heart of Geelong. The surrounding park makes a natural amphitheatre and affords a great view of all the action for the day. It is always a terrific day at Eastern Beach with its superb surroundings. It is a day that's perfect for the whole family and it doesn't cost a fortune!

If you would like to learn more about the day or make an entry then phone either Brian Latimore on (03) 5259 3483 (AH) or Graham Deahl on (03) 5224 1761(AH), they will be pleased to help you.

AGP voted "Best of 1996"

Melbourne's first Grand Prix since 1956 appears to not only have won plaudits from Melburnians and Australians everywhere else, but it got the vote at the FIA's Annual Awards in Monaco on December 6, 1996 as the "Best Grand Prix of 1996". Not bad for an event in its first year! The award was accepted by Ron Walker who did so "on behalf of all those people who made our first Grand Prix not only possible, but the outstanding success that it was".

The 1997 Qantas AGP A glimpse of what's in store

Promotion for the 1997 Grand Prix has been underway in various forms over the last week or so and the tempo will of course rise to a much higher level in the new year. Melbourne being the host for the first GP in the series will be first to get a glimpse of the new teams and new drivers. Ralf Schumacher is scheduled to join his elder brother Michael in the event in a Jordan-Peugeot and at the time of writing may have some company from Nigel Mansell who looks likely to be driving in the same team. Damon Hill of course will be taking his hard won number one to his new car at Arrows. In the middle of these changes, two new teams will be joining the F1 starting line up: Lola and Stewart. Jackie Stewart, the three time F1 World Champion will be making a return to the F1 scene and debut as a team owner with substantial backing from the Ford Motor Company. It will be interesting to watch Stewart's progress throughout the year. Lola has become a household name in IndyCar racing in recent years

The 1997 QANTAS AGP seems to have something for everyone. Tattersall's "Clash of the Titans" will bring back the pre-war Auto Union and Mercedes-Benz race cars of the period, the RAAF will be doing

fly-pasts in the FA-18 and F111 and classic boats and other craft will be whizzing around the wetter part of the circuit. The free after race concert will feature Jimmy Barnes and Tina Arena.

Do you have a seat at the AGP?

Two Club members Glenn Coad and Gil Mathews have something to offer in the way of a seat at the AGP.

- **Glen Coad:** As reported in the last issue Glenn has organised an exceptional facility for the AGP at the Redhead which provides 5 star service and amenities unrivalled by any other trackside venue. The ticket price is **\$1950** for all four days and includes breakfast, lunch, afternoon tea and snacks served continuously, plus a full bar. **You can contact Glenn on (03) 9867 6200 or 0418 389 549.**
- **Gil Mathews:** Amongst other things, Gil is also a Committee member of the Australian Ferrari Register and has the responsibility this year of looking after the AFR's block booking at the AGP. A number of gold-pass tickets, valid for the four days of the event and located in the Jones stand are available through the AFR. There is no food or special catering associated with these seats ... they just happen to be in a great location. You will be sharing the area with members of the AFR all of whom have a great interest in the event. So its good company ... in a great location. **Cost is \$440.** If you would like to further information, you will need to be quick, then **contact Gil on (03) 9579 5284 (AH) or 0419 579 695.**

These are two great opportunities to take advantage of two of the best locations on the Albert Park circuit. If nothing else, you're certain to enjoy the company and fellowship at both!



Grand Prix Rally February 28 - March 5, 1997

Entries are still open for the Grand Prix Rally which begins simultaneously in Melbourne, Adelaide and

Sydney on Friday, February 28, 1997 and concludes in Melbourne on Wednesday, March 5, 1997 culminating in parade laps of the AGP circuit at Albert Park on the Friday and Saturday of the QANTAS Australian Grand Prix.

A number of Club members have already entered the GP Rally, one of whom is Tom Warwick in his Ferrari 355 Berlinetta who has listed another Maserati Club member this year as his navigator: the newly crowned Australian GT Production Champion Cameron McConnville. As is reported in the recent issue of the CAMS Report, things don't look too promising for Tom as Cameron is a self-confessed geography dropout! "I failed geography in year 10, so I'm not too sure about this role" Cameron admitted, "Tom may have to let me take the wheel occasionally; I certainly drive a bit better than I navigate." According to the CAMS Report, Tom has got the message. "Cam will certainly do the fast bits," he said. "He's super fast. I'd be mad if I didn't give him the wheel now and again!" Knowing Tom's enthusiasm for getting behind the wheel, I wonder how often that will be!

The **Entry Fee** for the 1997 Grand Prix Rally is **\$2500** for the driver and navigator. Contact information is enclosed. The event includes Navigation and a special average speed section and a variety of special tests including:

Winton Laps	Wangaratta Sprint
Geelong Sprints	You Yangs Dash
Flying 1/8 mile	Wet Skid Pan Circuit
DECA Events	Acceleration/Braking Test
Hill Climb	Motorkhana
Circuit Sprint	Mangalore Long Test

The Rally will conclude in Melbourne on the Wednesday preceding the 1997 Qantas Australian Grand Prix with a special reception to which family and friends are invited to join crew members.

Melbourne International Motor Show

Melbourne Exhibition Centre
February 28 to March 10, 1997

Following on the success of the show in March of this year, the 63rd Melbourne International Motor Show will again be run at the Melbourne Exhibition Centre. Commencing on Friday, February 28, the show will run through the AGP week and finish on Monday, March 10, 1996. From the reports I have read, the Motor Show promises to be a comprehensive show case of current technology and a number of manufacturers are scheduled to display new models for the first time in Australia. The F550 Maronello is one of these I believe. A number of concept cars and show vehicles from Europe, Asia and the United States will also be on display.

"Racing to Improve the Breed"

World Congress Centre
Wednesday, March 5, 1997

During the AGP week a one-day high level international motor sports technology conference is to take place at the World Congress Centre in Melbourne. The conference will feature leading international authorities on Formula One's emerging technologies in Design, Data Acquisition, Transmissions, Engine Management Systems, Brakes and Clutches, Lubricants, Tyres and Composites. A feature of the conference will be the *newIMAGES* program of the UK Department of Trade and Industry which will exhibit British Formula One technology and feature aspects of F1 design and innovation coming out of the UK. The conference is being staged by the Society of Automotive Engineers Australasia in conjunction with the UK Government and is supported by CAMS and Motorsport news. Secretary of the SAE-A, Ian Stockings said: "it will be an information-based event which will lend an authoritative technical dimension to the colour and fun of the Formula One and Motor show carnival. The conference is to be held in the John Batman Theatre and will feature a leading industry personality as guest speaker for the lunch in the Bellarine Room.

**Further details can be obtained from SAE-A on
(03) 9326 7166.**

The Grand Ball The Windsor Friday, March 7, 1997

The Grand Prix Ball will be held again this year at Melbourne Park. But off the track, the social event of the Grand Prix calendar may well be "The Grand Ball" to be held in the famous Windsor Grand Ballroom on Friday, March 7, 1997. This will be the inaugural year for The Grand Ball, but it will undoubtedly grow to be a major date on future social calendars during the Grand Prix festivities in Melbourne.

Natasha Oberoi reports that the chefs at the Windsor are busily creating the most exceptional menu for this occasion, the wines are currently being cellared and some of Australia's finest entertainers being selected. Tickets to this "not to be missed" event will be prized and strictly limited. Prices are still to be confirmed but will be around \$400 per person. If you would like to obtain further information, or beat the queue, then phone Natasha at the Windsor on (03) 9633 6000



The Official Grand Prix Auction *presented by Shannons* Monday, March 10, 1996

The 2nd Official Grand Prix Auction, which is an official event of the 1997 QANTAS Australian Grand Prix and is conducted in conjunction with the Melbourne International Motor Show will be conducted by Shannons on Monday, March 10, 1996. Shannons has auctioned nearly 3500 rare and classic cars worth in excess of \$100 million in 57 auctions since 1981 and is the largest insurer of vintage and classic vehicles in the Southern Hemisphere. Like this year, the Grand Prix Auction will coincide with the Melbourne International Motor Show which commences on February 28, 1996. Unlike this year, the auction will be held on the final afternoon (the holiday Monday) of the Show.

At the inaugural event earlier this year, the Grand Prix Auction attracted huge local and international interest and was cited by the motor show organisers as a contributing reason to their record attendance. Vehicles and Automobilia worth \$1.2 million were sold during the auction and a crowd of 800 attended.

Many visitors to the motor show ranked the 85 auction vehicles as the highlight of their visit. This year it is anticipated that more than 300,000 people will view the auction entries during the 10 days of the Melbourne International Motor Show. If you have a vehicle you are considering selling then speak to Doug Willersdorf-Greene at Shannons on (03) 9584 7266 to enter and promote its sale at what undoubtedly is Australia's biggest and most spectacular auction.

Motorcycles at Phillip Island Superbike World Championship (March 23, 1997) Australian Motorcycle GP (October 12, 1997)

Peter Nelson who is a Vice President of Phillip Island Auto Racing Club, a Member of the Victorian Board of Management of CAMS Limited and Secretary of the Meeting at the AGP Melbourne (and prior to that the AGP Adelaide) writes an informative article each month in PIARC Notes the club's monthly newsletter. In the December issue Peter has written an article concerning the organisation for the Superbike World Championship Meeting and the Australian Motorcycle Grand Prix meeting scheduled for Phillip Island next year. I have reproduced most of the article below.

The Superbike World Championship held at Phillip Island in October was a great event and one that is now at a stage of well and truly adding to the circuit's international reputation. Phillip Island Motor Sport and Advantage International have been investing in the event for a few years now, and 1996 has seen proper recognition of this. A crowd of thirty-five thousand came along to share the event and at least five thousand of them drank at the Isle of White Hotel on Saturday night. As happened with the Grand Prix a few years ago, there were no social problems created and the atmosphere was tremendous. The event is organised to the same standards that we use in the car world these days and the PIARC members that were there to help fitted in perfectly.

Planning for the 1997 Australian Motorcycle Grand Prix at Phillip Island is well underway with various committees meeting regularly to tie together all the odds and ends that go towards making such a major activity. The Australian Grand Prix Corporation is the promoter of the event and Phillip Island Motor Sports, Motorcycling Australia, assorted civic authorities and various individual officials are

combining forces to produce the organisation required.

The type of work being done includes traffic flow studies, parking, accommodation and hospitality, emergency management, and (of course) planning for the track organisation.

As with the F1 Grand Prix, the international bodies and the owners of the commercial rights to the events lay down strict and detailed rules on how the events are to be run and a large part of the organisation required is to mould the local rules and structures into complying with what is required. Most of the officials will be selected from those who have played a part in the Superbike events and those who have been part of the Grands Prix at Phillip Island and then Eastern Creek. The track organisation for the bike events is less complicated than what we are used to because of the different needs and problems and the team will probably need about four hundred officials to fill all the roles.

3rd Annual National Concours d'Elegance Domaine Chandon Winery Sunday, March 23, 1996

The 3rd Annual National Concours d'Elegance will be held slightly later this year on Sunday, March 23rd following the hustle and bustle of the AGP week earlier in the month. This year, following in the footsteps of MG (1995) and Jaguar (1996) the featured marque will be Cadillac - Corvette. However all marques and classes are welcome and have been catered for.

Event patron for 1997 will be the widely respected motorsport identity Alan Hamilton, with celebrity enthusiast Glen Ridge as MC. Honorary Judges to date include Chris de Fraga, Lou Molina and 3AW's Neil Mitchell.

The National Concours d'Elegance is styled to be an enjoyable "family day" at one of Australia's best wineries with corporate displays by Rover, Alpine, Christies and Shannons and featuring Motoring Art and Fashion Show, Automobilia, Charity Auction and the finest restored cars, bikes, racing cars and commercial vehicles in Australia. There will be a free Hot Air Balloon, Harley Davidson and Vintage Fire Engine rides, Clowns, Jazz Bands, Wine Tastings and more ... all for \$10 per adult. Children under 15 are admitted free and there is plenty of onsite free parking.

The Club is arranging for a courtesy marquee for the day and 10 cars for the display. Concours

Registration is \$10 per car (2 people). A picnic lunch run to the event will be organised by the Club to make it a more interesting day for all.



The Maserati National Rally March 28 - 31, 1997

As reported previously in these pages, Douglas Huntley who operates the commercial Maserati Register has taken on the role of organising a National Rally on behalf of the Sydney based Club Maserati Australia. Maserati owners throughout Australia have been invited to attend by Douglas who has taken on the role of National Rally Co-ordinator.

In a letter to all Maserati enthusiasts he reports that the National Rally, to be held in Canberra from March 28 to 31, 1997 is well underway. An Entry Form and an Accommodation Booking Form are enclosed with this newsletter.

As Douglas notes, Canberra is very accessible to all of the Eastern States and a large roll-up of Maseratis from early models such as the 3500GT and Mistral to the latest Ghibli Cup and Quattroporte are expected. The majority of entries are expected to be from NSW and Victoria, but a number of entries are also anticipated from Queensland, South Australia and West Australia which will make this event truly national. Douglas notes that if you are an enthusiast, but will not be driving a Maserati, your entry is still very welcome.

Further information and contact details are provided on the Entry forms enclosed or phone Douglas Huntley on (02) 9488 8091.



Targa Tasmania

April 15 - 20, 1997

News from Targa News

The most recent edition of "Targa News" has just hit my desk and it reports that the number of invitations for this classic motoring event next April had risen to just over 170 by the middle of November. Since the last issue of Targa News some of the classics invited include the 1954 Aston Martin DB2/4 of Paul-Emile Bessade of France, the 1950 Jaguar MkV of Adrian Harrison, the 1956 MGA of Time Sullivan, the 1961 Triumph TR4 of Graham Copeland and the 1965 Porsche 356C of Simon Loh.

The big Australian muscle cars have also increased in number. Recent entries are Bill St Leger (1969 Holden Monaro GTS), Gary Quigley (1970 Ford Falcon XW GTHO) and Ian Woods (1970 Ford Falcon XW GT). Ford Mustangs have been entered by Kerry Horgan (1966), Brian Robinson (1966) and Scott Kent (1965)

Following the success of Jochen Mass who drove the Porsche RS60 to an outright win in the Handicap classification earlier this year, the Porsche Museum in Stuttgart has confirmed it will once again be bringing a classic Porsche to Targa Tasmania - the model and driver will be announced in January.

The biggest "block booking" belongs to the MGF however, shown recently at the Club's President's Day. Lance Dixon is one of seven MGF entries in this year's event. The remaining six entries are all Japanese enthusiasts who are regular competitors in the Rover Japan MGF Trophy Series, conducted by the Japanese-based MGF Sports Association. They will be driving 1996 MGF's whilst Lance Dixon will be "running in" a brand new 1997 model.

Members of the Japanese contingent come from a wide and varied background and include a former Japanese production car champion, a surgeon, a teacher, a motorsport journalist and cartoonist, chairman of a marketing research group, an estate agent, president of a car dealership group and president of a manufacturing company that makes computer frames and audio equipment parts. Looked at this way it sounds like a well-organised business consortium with major plans for some

sector of the Tasmanian economy. Only one has had previous Targa Tasmania experience.

One Japanese entry which will be remembered by all Targa enthusiasts is that of Wakujiro and Ruriko Kobayashi, who have entered every Targa since inception but have failed to finish any event, except for this year. Their most spectacular exit was in 1995 when their Nissan GT-R caught fire on Day 3 at Cygnet and was burnt to the ground. Returning in another Nissan GT-R this year they finished eighth outright in conditions described as the worst ever since the inception of the event. We wish them well in 1997.

The MGF is of course of interest also. Due for release in Australia in March 1997 it is the most recent in a long line of classic motor cars produced over the past 70 years and is synonymous with sports car and grand touring (GT) motoring. The MGF will be the first MG to be stocked by Australian dealers in more than 25 years: the last MG, the MGB came off the production line in 1980 with more than 513,000 having been made.

Targa organisers are still on the lookout for "Early Classic Cars" including a Borgward Isabella Coupe, Austin A90 Atlantic, Bugatti Drop-Head 1936 Type 50, Mercedes Benz 300SLR 1955 and a Lancia Gamma Coupe, 1979. These cars are listed among the more desirable vehicles yet to appear in Targa Tasmania.

Based on the news coming out of Tasmania, Targa Tasmania is shaping up to be one of the best endurance events of 1997.

Not having a car suitable for the event is no longer an excuse, if you have some spare cash. Peter Washington can now offer you a choice of vehicles from around \$5000. Peter, who has competed in the event, has a number of late 1980's vehicles which can be leased in a "ready-to-go" condition - fully prepared with rollover protection, harnesses, fire extinguisher, first aid kit, Terratrip etc. All you need is an FIA approved helmet. Choice of vehicles includes Mazda RX7 Turbo, Toyota MR2 and Supra and more. You can contact Peter on (03) 9817 2152.

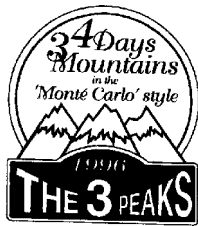
If you would like further information concerning Targa Tasmania, or if you wish to enter the event then contact Ronda Mathews on (03) 6224 1512

Some Late News: Classic Barossa Rally April 4 - 7, 1997

Neil Ashmead, Club member, vigneron and well known sportsman has advised that a special event is to be held in the Barossa Valley this year in South Australia, over the Easter period to coincide with the Barossa Festival. Some features of the event include:

- A Silver Service Vineyard Lunch
- Collingrove Hill Climb
- 5 Laps around the old Nurioopta Grand Prix Circuit
- Concours

The entry fee for the event is \$195 and covers driver and navigator. Unfortunately, the details I have are only sketchy at this stage. Further information can be obtained from Neil Ashmead on 0412 829 191. We will provide further details in the next issue.



The '3 Peaks' Rallye 1997 November 1 -4, 1997

Based on Information provided by Terry Lawrie next year's Three Peaks Rallye is already a success as far as entries are concerned. Latest figures are that there are already 80 confirmed entries for next years event. Terry says, if you want to get a place you should reserve it now. You can reach Autopromos on (03) 9553 2290

Classic Tourist Trophy September, 1997

Autopromos is also planning to conduct the Classic Tourist Trophy this year in September. Last run under the name of Alpine Tourist Trophy in March 1994, this event will not finish at the Phillip Island Historics as previously.

The new event will incorporate a full day's competition at the new motorsport complex in East Gippsland which is due for completion in early 1997. "Closed Road Stages" will also be incorporated in the

Strezlecki Ranges as in the 1994 event. If you are interested in the event give Terry Lawrie a call at Autopromos.

New Members

The Club is pleased to welcome ten new members since the end of October, 1996.

Alexander, Bill	MT. WAVERLEY VIC
Campbell - Bird, Ashley	PRAHRAN VIC
Cascone, Frank	COBURG VIC
Ceccanti, Moya	MOUNT BEAUTY VIC
Evans, Ray	SOUTH YARRA VIC
Henry, David	SOUTH YARRA VIC
Nutbean, Morris	WONGA PARK VIC
O' Donnell, Bryan	SOUTH YARRA VIC
Poon, Roselyn	GARDENVALE VIC
Wainer, Rory	SURREY HILLS VIC

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

Notice of Special General Meeting

at 6.00 pm on
Monday, February 4, 1997
at Bells Hotel & Brewery
157 Moray Street, South Melbourne

Notice is given that a Special meeting of financial members of the Maserati Club of Australia, Inc. will be held at 6.00 pm on Monday, February 4, 1997 on the first floor of Bells Hotel & Brewery, 157 Moray Street, South Melbourne, 3205.

The meeting shall be convened to consider the Treasurer's Report for the period July 1, 1996 to December 31, 1996.

No other business will be transacted at the meeting.

Jim Reark
President
