



President's Day is Coming Up

In the style of Pebble Beach, one of the world's most famous, elegant Concours events, Domaine Chandon is proudly hosting the inaugural President's Cup for the Maserati Club of Australia's President's Day on Sunday, November 17, 1996. The day will kick off with the President's Fun Run leaving the Royal Exhibition Building at 10.00 am and proceeding to the Yarra Valley. This event is proudly sponsored by **Shannons Corporation** and **Lance Dixon's MG Melbourne**.

On display at Domaine Chandon will be a large assembly of some of the finest, most elegant automobiles in Australia set in the unparalleled beauty of Domaine Chandon vineyard in the Yarra Valley. A special highlight of the day will be the Melbourne release of the new MGF. A perfect way to spend the day ... the picture of Domaine Chandon on a sunny spring Sunday overlooking the vines of the Yarra Valley with more than 80 exotic cars in the foreground, sampling some vintages of Champagne, with catering by Vlado ... it will be hard to top!

It promises to be the most interesting President's Day conducted by the Club. This annual event has been upgraded this year with the support of our sponsors Shannons Corporation and Lance Dixon's MG Melbourne. It is designed to provide members, guests, friends and supporters of the Club an opportunity to show off their cars .. or .. to simply have a great lunch, meet and mix with fellow motoring enthusiasts in the delightful setting at Domain Chandon. A highlight of the day will be the launch of the new MG by Lance Dixon's Melbourne MG, which was only recently shown for the first time in Australia at the Sydney Motor Show at Darling Harbour.

To encourage Club members and friends to bring their cars, Prizes will be awarded to the most desirable car on the day and in a variety of other categories. Your car doesn't have to be in concours condition to participate. If your car is indisposed, or if you are "between cars", come along anyway and join in the fun!

On display there will be cars from the 20's including a Rolls Royce Silver Ghost, a Hispano Suiza, Le Mans Bentley, Bugatti Type 37A and others; from the 30's a supercharged Alvis, Invictas, MG's, SS Jaguars and others; from the 50's Maserati's, an OSCA, 300S Maserati, Lago Talbot, Ferrari's, Jaguar's, MG's and more; from the 60's, 70's and 80's up to current times there will be Lotus, Porsche, Maserati, Ferrari, Lamborghini, Aston Martin, Jaguar, Alfa Romeo, Austin Healey's and many others.

(→ page 2)

Xmas at The Point

Sponsored by Shannons

Saturday, December 14, 1996

Believe it or not Xmas is not that far away. To celebrate the end of the year and maintain that yuletide feeling the Maserati Club will be conducting its XMAS lunch on Saturday, December 14, from 12.30pm. Yes, that's right a Saturday ... after last years lunch we figured you might need an extra day to recover!

The venue is The Point Restaurant. Where?

The Point Restaurant is located in Aquatic Drive and situated in the heart of the March AGP F1 motor racing action on Albert Park Lake. There is plenty of parking.

The restaurant is situated on the first floor of the Point building and has a commanding view of the lake and its environs. You will be surprised at just what an idyllic location it is, particularly on a summers day with sun reflecting off the water and the usual weekend lake activity.

To match the surrounds our host Frank Chillelli has arranged a superb menu that will tempt the most cynical gourmet. A complimentary glass of champagne will be served on arrival, but you pay for your own refreshments thereafter. An excellent wine list is available.

A BLUE Booking Slip is enclosed!

President's Day *continued from page 1*

The President's Day is first and foremost a family day. An opportunity for you and your friends to get together in an outstanding location, with some fine wine and great casual food. It is a day on which you can enjoy looking and evaluating fine cars, catch up with old friends and do what you do best ... talk about motor cars!

The President's Day will kick off with the President's Fun Run which will leave from the Car Park at the Royal Exhibition Buildings (in Nicholson Street, Carlton, (Melway Ref: 2B K10) at 10.00 am. You will need to assemble in the car park by 9.30 am so that you can receive the Fun Run Instructions. The route will be reasonably direct, but there will be some interesting questions on the way. The winner will receive President's Fun Run Rally Award.

If you are more intent on getting your car, perhaps by trailer, to Domaine Chandon and want to miss the chance of winning a prize in The President's Fun Run, then you can proceed there directly.

Following a drive through the beautiful Yarra Valley, you will arrive at Domaine Chandon. Once there *you will be directed where to park*. If you wish to include your car in the judging (a concours standard whilst desirable is not necessary) then you will be directed to the special display area set aside for this event. Otherwise you will be directed to special car parking for Maserati Club members and friends.

D O M A I N E
C H A N D O N



In case you were not aware, Moët & Chandon, the world's largest champagne company, established their Australian operation in the Yarra Valley in 1986. The wines have gained in stature and complexity every year. There are no free wine tastings, however, the small fee asked for a flute of this outstanding sparkling wine allows you to while away the afternoon

overlooking the most seductive views in the Yarra Valley while sampling a delicious plate of gourmet goodies. Be sure not to miss the free guided tours which describe the workings of the Methode Champenoise.

Lance Dixon's MG Melbourne

The President's Day also marks the launch of Lance Dixon's MG Melbourne and the Melbourne release of the new MGF.

MG is of course not new to Lance. His connections with MG go back more than three decades to when he started Chequered Flag Motors as a dedicated sports car dealer.

The new MGF is a far cry from the MG TC Lance owned at the time he started Chequered



Lance with the MG TC he owned in 1966

Flag Motors in 1966. The new soft-top mid-engined successor will no doubt offer however extremely hot competition in sports car sales just like its venerable ancestor.

The new MGF will be available in two versions, both using a mid-mounted, multi-valve 1.8 litre engine. The top of the range VVC model uses variable valve timing to lift power output and reduce the 0-100km/hr from 8.5 seconds to a rapid 7 seconds.



"Unique Vehicles need unique insurance" and Robert Shannon and his crew at Shannons are expert in the field of unique cars. Not only are Shannons leaders in the insurance of unique and exotic vehicles, but their regular auctions of Classic and Collectible cars are "musts" in the diaries of serious car collectors. The Club is pleased to have Shannons Corporation associated with the President's Day and Concours.

Special arrangements have been made for catering on the day. Vlado the well known steakhouse in Richmond will be providing the raw ingredients and the skill to ensure that this BBQ is the one to end all BBQ's. Unfortunately Picnics are not permitted on this day and NO facilities are provided.

Tickets to the Luncheon will be limited. **Preferential prices to members and supporters of the Club will apply ONLY where a Booking Slip and payment has been received prior to the event.** It will be possible to buy lunch on the day, BUT places can not be guaranteed and a standard "ON DAY" charge will apply.

As this is a family day, a special price is offered to Club members who have taken out family membership. All Family members will be admitted at a cost of \$40 per family, PROVIDED a booking slip and payment is returned prior to the event. Special concession prices are also offered to Members and Associates who book and pay in advance. LUNCH PLACES CAN ONLY BE GUARANTEED TO THOSE WHO BOOK.

Prices for Non-Members and their friends who use the enclosed BOOKING Slip are also discounted. This is a GREAT VALUE DAY!

The cost, if you forget to book in advance will naturally be higher. Accordingly we urge you to book your lunch NOW, using the Booking Slip enclosed (YELLOW) and return it in the prepaid envelope provided.

The President's Day Sunday, November 17, 1996	
Who can come?	This event is open to everyone!
Location:	Domaine Chandon Maroonda Highway Coldstream
How to get there?	Go direct, or better still via the President's Fun Run
The President's Fun Run	
Meeting Place:	9.30 am for a 10.00 am departure at the car park at the Royal Exhibition Building in Nicholson Street, Carlton. Melway Ref: 2B K10
Route:	It's a secret!
The President's Cup	
Concours Judging	Commences at 11.30 am Concludes at 1.00 pm
Concours Results:	Winners, Outright and by Category announced at 3.00pm
The President's BBQ Lunch	
Lunch	Commences at 12.30 pm and will continue till 2.30 pm
COSTS	
Entry Costs: There is NO ENTRY FEE for the President's Day Fun Run or Concours. However President's BBQ, Lunch MUST be pre-booked to guarantee a place. Book now!	
PRE-BOOKED LUNCH COSTS:	
FAMILY Members	\$40 per family. Includes all listed family members issued with member cards.
Members, Associates and Guests	\$25 per head
Non-Members and Guests	\$35 per head
ON DAY LUNCH COST	
Members and NON Members	\$40 per head for ADULTS and \$25 per head for children.

Remember to complete BOTH sides of the enclosed PINK Booking Slip



The Go Kart Challenge

Wednesday, September 18, 1996

The stage was set. The Challenge had been issued. The Porsche Club of Victoria had issued a challenge to the Maserati Club and the Ferrari Club to do battle at Auscars in Port Melbourne. Their weapon of choice: Go Karts with two teams to represent each Club.

Ulf Danielsson was appointed Team Manager and a fine team of "relatively" lightweight drivers was assembled (if you exclude Sven Westphal who at over 100kg was hardly light, but then he IS talented!). Sensing the stiff competition, the AFR decided not to show up, so the Porsche Club, drawing on their vast depth fielded four teams, including at least one Maserati Club member (Ed Aitken) thrown in just to annoy us. So we were outnumbered and outgunned right from the start.

As it transpired we did however manage to qualify second fastest driver and the second fastest team. During the evening there were some cries of foul as one after another of our drivers were punted unceremoniously from the track. These Porsche guys were serious!

Carle Rheinberger and Ojars Balodis placed in the top 10. Tracey Williams managed to get shunted into a steel stanchion and tyre barriers a number of times. D'Arcy Russell had engine problems (what's new?) and Sven Westphal thought he was down on power (probably too many Big Macs). Both concluded it was more competitive than Porsche Cup Racing (we noted Ed Aitken did finish though!). Travis Williams whilst scoring fastest laps on a couple of occasions though soon found out about competition as he managed to run foul of the steel stanchion and tyre barriers with some expert assistance from various members of the Porsche Club.

The Maserati Cheer Squad on the side lines was led by the Aust family. Some Karts are quicker than others and funnily enough we seemed to

miss out on these. We did however manage to be leading the major event of the night, when, guess what, our lead driver Ojars Balodis got the black flag. Maybe dual membership has its disadvantages, but then 'M' comes before 'P' in the alphabet anyway! Commentary on the night was that Maserati managed to have both ends of the field covered as for most of the night we were running either first or second and last, simultaneously.

At the conclusion of what really was a fun night, trophies donated by the Porsche Club were awarded to mark the occasion. Our thanks to Roselyn Poon for her efforts! Next year ... to extract sweet revenge ... in order of priority we need:

- # drivers under 50kg
- # ability to equal Schumacher
- # the blocking and tapping ability of John Bowe, then success will be guaranteed!

The Grand Final Lunch

Friday, September 27, 1996

Organising a lunch on the Friday before a Grand Final in Melbourne is like trying to haul coal to Newcastle. In the end our "fears" amounted to little as around 40 members and guests arrived for lunch at Percy's Bar in Carlton.

Now Percy is a Carlton legend and more recently has turned his hand to providing good value meals at his Carlton establishment. The food was excellent, the venue terrific and Percy had a few tales to tell which added up to a terrific day.

As it transpires Club member, Alf Gange is the owner of the Pub, but Alf unfortunately had important things do relaxing in Queensland and couldn't make it. For the Targa fans Tom Snooks arrived and immediately was confined to one corner whilst "protests" were lodged concerning this years results! Sorry about that Tom! In all it was a great day and we will certainly repeat it next year.

Annual Spring Track Day

Sunday, October 6, 1996

Arriving at Sandown on mid-Saturday afternoon, the day before the track day, it was still raining. It had been raining, and heavily for most of the day. In fact it appeared the rain would continue well into Sunday. The track resembled a small river with water cascading down and across it in several places. The forecast for Sunday was uncertain in the style of all Melbourne weather forecasts ... "Showers clearing". That could have meant anything from light rain to a deluge. And "clearing", well that's OK too, but when? Despite the falling rain, we got on with the task of getting things ready and looked optimistically at the western sky for some glimmer of hope in the weather pattern for Sunday.

Sunday morning as it turned out was fine, albeit somewhat overcast early. The track had dried considerably overnight. With a few cars on it we knew it would be bone dry in no time. Our track sponsor **Lorbek European Cars** somehow managed to get a Maserati flag on every flag pole and generally decorate the entire pit area. I knew we were set for a good day!

There was the usual crowd at scrutineering, which apart from a few initial hiccups was cleared reasonably quickly and the first car was on the track shortly after 9.00 am. The "Club Canteen" in the pits seemed to be doing a brisk trade. The portable TV attracted a good audience as did the Videowall in the Marquee for the start of the Great Race at Bathurst. What was surprising, were the large numbers that seemed totally unconcerned about Bathurst and were much more intent in either getting on (or back on) the track.

Despite running the track day on the same day as Bathurst a total of 87 entries were received for the day. About 10 up on last year. The BBQ Lunch we put on each year was a huge success, again. Housed in the marquee with a giant Videowall, the BBQ Lunch staff catered for about 250 people. Our thanks to **Shannons Corporation** who sponsored the Marquee and Videowall enabling us to mount this splendid

Name	Make & Model	BEST LAP
COSTABILE GEOFF	Alfa Romeo 164Q	1.52.12
HARDY JOHN	Alpine Renault A110	1.43.69
FROUDE SIMON	AMG C36	1.32.85
FRASER ANDREW	Aston Martin DB4	1.40.06
FORBES GEORGE	Austin Healey Sprite Mk1	1.44.95
BLACKMAN GARY	Austin Healey 100/4	1.35.56
HENRY DAVID	BMW 30CSI	1.48.67
SMITH ANDREW	Caterham Super 7	1.44.54
FREEMANTLE WARWICK	Celica GT4 Grp A	1.31.99
PETHERBRIDGE GEOFF	Celica GT4 Grp A	1.40.65
DAVIS SAM	Celica GT4 Grp A	1.34.26
DAVIDSON TOM	Chevrolet Corvette	2.14.35
TIERNEY MARK	DAX COBRA	1.59.57
TIERNEY GARY	DAX COBRA	1.29.55
VIOLA JOSEPH	Ferrari 246GT	1.46.50
STRAUSS PETER	Ferrari 246GT	1.38.48
CORNEILLE JOHN	Ferrari 308GT4	1.32.73
EMOND ROBERT	Ferrari 308GT4	1.45.34
SNOWMAN DAVID	Ferrari 308GT4	1.41.13
ADAMS GREG	Ferrari 308GT4	1.40.82
WEBSTER BRUCE	Ferrari 308GTB	1.34.32
BOTTERILL SCOTT	Ferrari 308GTSI	1.45.23
HARRISON MALCOLM	Ferrari 328GTS	1.43.18
MENDELSON BRYAN	Ferrari 330GT2+2	1.35.09
PLACENTINO FRANCIS	Ferrari 348TS	1.34.50
WARWICK TOM	Ferrari 355	1.34.42
CASERTA PETER	Ferrari 355	1.35.06
BEGLEY IAN	Ferrari 365GT 2+2	1.37.37
OGG DAVID	Ferrari 365GT2+2	1.44.59
OGG ANDREW	Ferrari 365GT2+2	1.38.86
MAHER JOHN	Ferrari 365GTB	1.38.55
TAVERNITI BRUNO	Ferrari 512BB	1.33.53
VODOPIC JOSEPH	Ferrari MONDIAL	1.38.01
STEPHEN CHRIS	IR 300GT	1.38.58
BRYSON JOHN	Jaguar E Type	1.40.15

Name	Make & Model	BEST LAP
FEARON RICHARD	Jaguar E Type	1.49.86
SHEARMAN SCOTT	JENSEN	1.40.73
MICHAEL ALAN	Lister Jaguar MkIII	1.42.25
BUTTERWORTH IVAN	Lotus S4s	1.40.29
MURRAY ALAN	Maserati 425i	1.58.50
SHANNON ROBERT	Maserati BiTurbo	1.44.71
ASHTON PETER	Maserati Indy	1.49.93
HUNT NIGEL	Maserati Kyalami	2.02.15
SAWAYA AZIZ	Maserati Merak SS	2.09.41
CARRON DENNIS	Maserati Shamal	1.37.12
EDMONDS GUY	Opel Monza	1.31.68
HALL SELWYN	Porsche 911 Carrera	1.35.36
JONES CARL	Porsche 911 Carrera	1.38.41
BARNES JOHN	Porsche 911 3.2	1.32.24
INGELTON ROHAN	Porsche 911 SC	1.42.84
NEWMAN SAM	Porsche 911 C2	1.39.44
RAYMER ROB	Porsche 911 3.2	1.32.48
NEOPHYTOU GEORGE	Porsche 911 2.7	2.28.70
O'NEILL STEPHEN	Porsche 911 C4	1.40.32
SDRAULIG ROBERT	Porsche 911 2.7	1.31.33
LOVETT GREGORY	Porsche 911C2 Turbo	1.25.28
PIVA ROMANO	Porsche 911SC	1.34.53
MINICHELLO TONY	Porsche 928	2.03.06
SVENSEN ROB	Porsche 928 GT	1.31.80
WRIGHT MICHAEL	Porsche 928S3	1.46.06
RIZZO PHILLIP	Porsche 928S4	1.48.15
BATCHELOR RICHARD	Porsche 930 Turbo	1.26.55
HENRY-JONES DALE	Porsche 944 Turbo	1.41.67
LUCKINS GARNET	Porsche 944 Turbo	1.35.26
BALODIS OJARS	Porsche 968RS Turbo	1.23.81
SPIRIDIS PERRY	Porsche 993 RS Turbo	1.24.55
HITCHELL GRAEME	Porsche 993 RSCS	1.23.79
WOODWARD JOHN	Porsche 993	1.39.40
POWER BRIAN	Porsche 993 RSCS	1.27.61
FRENCH RUSTY	Porsche GT2	1.19.47
PETTETT ALAN	PRB Clubman	1.37.52

facility. Everyone seemed to have a good time and most important the food was very good quality and great value. Some of the more "hungry" drivers were seen to line up several times. It must have been good!

A car display was run in conjunction with the event. It was difficult though keeping some of the supposed display cars off the track. Cars on display included a new Lamborghini Diablo SV, Lotus Elise, Aston Martin DB7, Caterham Super 7, TVR, Ferrari 355, Maserati Quattroporte, Maserati Sebring and a number of historic and classic cars including a 1956 Chevrolet Corvette, Rob Shannon's immaculate Invicta. Our patron Reg Hunt brought his Maserati 300S and his Lago Talbot. There were at least a dozen more and they both individually and collectively added a touch of glamour and nostalgia to what was a great day. Judging by the numbers in attendance, word of the day had got out and there was a crowd of several hundred checking out the cars and watching the comings and goings.

On the track there was an extremely wide range of vehicles on active display. Drivers who had not been on a track before and many who had, took advantage of the services of **Driveskill International** who donated their expert instruction to help participants get the best out of themselves and their vehicles (safely) on the day. Thank you to Geoff Fickling and his team of professionals at Driveskill.

Of the 87 entrants we managed to get times for 72. We have included a listing of the best time achieved by each of these drivers. Times have been ordered by Make and Model. Judging by the times achieved it was a good day for most drivers. Many improved their times significantly over the day.

Congratulations to Rusty French in breaking 1:20 in his roadgoing Porsche 911 GT2. Not to be outdone some excellent times were recorded by members in less exotic Porsches including Graeme Hitchell (1:23:79) in his Porsche 993RSCS, Ojars Balodis (1:23:81) in his Porsche 968 RS Turbo and Perry Spiridis (1:24:55) in his 993 RS Touring. Robert Sdraulig in

his Porsche 911 2.7 also recorded a quick time (1.31.33).

his aging but remarkably quick Ferrari 330GT 2+2.

Amongst the Ferrari's John Corneille surprised with a 1:32.73 in his Ferrari Dino 308GT4, followed by Bruno Taverniti (1.33.53) in his Ferrari 512BB, Tom Warwick (1:34.42) in his Ferrari 355, Francis Placentino (1:34.42) in his Ferrari 348ts and Bryan Mendelson (1:35.09) in

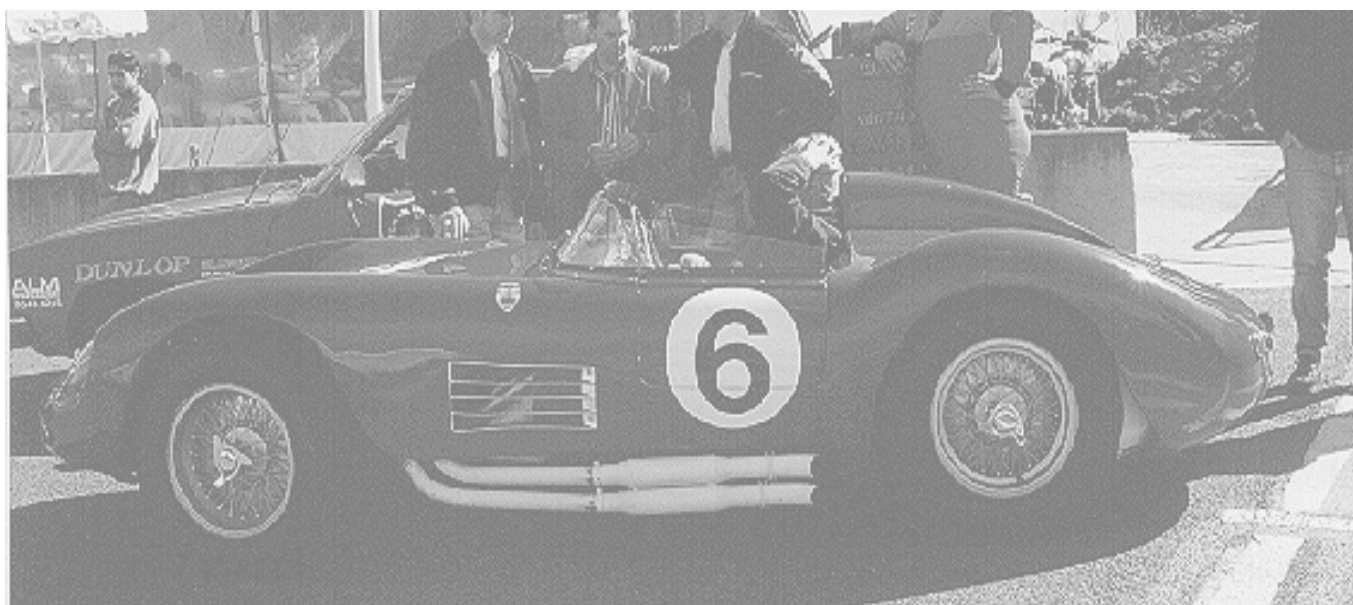
Warwick Freemantle held up the end for the Japanese with a 1:31.9 in his well travelled Toyota Celica GT4 GrpA. The European luxury sports saloon market was well represented with Simon Froude who clocked a 1:32.85 in his Mercedes Benz AMG C36.

Leading Times by Maserati Club Members			
Category	Driver	Time	Car
FTD	Rusty French	1:19.47	Porsche GT2
Quickest Porsche	Rusty French	1:19.47	Porsche GT2
Quickest Ferrari	John Corneille	1:32.73	Ferrari Dino 308GT4
Quickest Maserati	Dennis Carron	1:37.12	Maserati Shamal
Under 2000cc	Alan Pettett	1:37.52	PRB Clubman
2000cc to 3000cc	John Corneille	1:32.73	Ferrari Dino 308GT4
3000cc to 5000cc	Rusty French	1:19.47	Porsche GT2
Over 5000cc	Richard Batchelor	1:25.50	Porsche 930 Turbo

All of this would not have been possible of course without the tremendous assistance of the 45 officials on the day. Many thanks to Barry Williams for his efforts as Clerk of Course, Doug Willersdorfe-Green his Deputy, Mario Lombardi and his team of Scrutineers, Ulf Danielsson and his team of Flag Marshalls, John Maher and his team of Pit Marshalls. Special thanks go to Carol Williams, Andrew Gregory and John Aust who worked tirelessly all day. Timing was done by Greg Aimers and his crew who did a great job.

Special mention to our team administrative support team of Carol Williams, Sandra Maher, Jonneke Lombardi and Mary Aust. Without you the event would have been much poorer.

At the end of the day, the Club turned on its usual BBQ and drinks. Most participants stayed on and had a good time. Each entrant was given (personally or by mail) a commemorative medal to mark the occasion. It was a good day. And it was a safe one. Thank you for your support!



Reg Hunt in his magnificent Maserati 300S bemoaning the length of the lunch queue



Restoration Corner

Some tips from Mario Lombardi

Mario, a Committee member of the Club spends a large part of his working life restoring and refurbishing older Maserati's. Having rebuilt three 3500GT and a Mistral recently and also having owned a Sebring Series 2 for over 10 years, Mario has shared some of his experience with us in the article below:

Rebuilding the Inline 6 Cylinder Water Pump

With experience removing, rebuilding and replacing inline 6 cylinder water pumps, as fitted to 3500GT, Sebrings and Mistrals, I thought it might be useful to share it with you.

There appear to be three types of water pumps:

- # No magnetic clutch; or
- # With magnetic clutch with straight water neck, casting no. 52291; or
- # Magnetic clutch with a curved water neck, casting no. 53351,

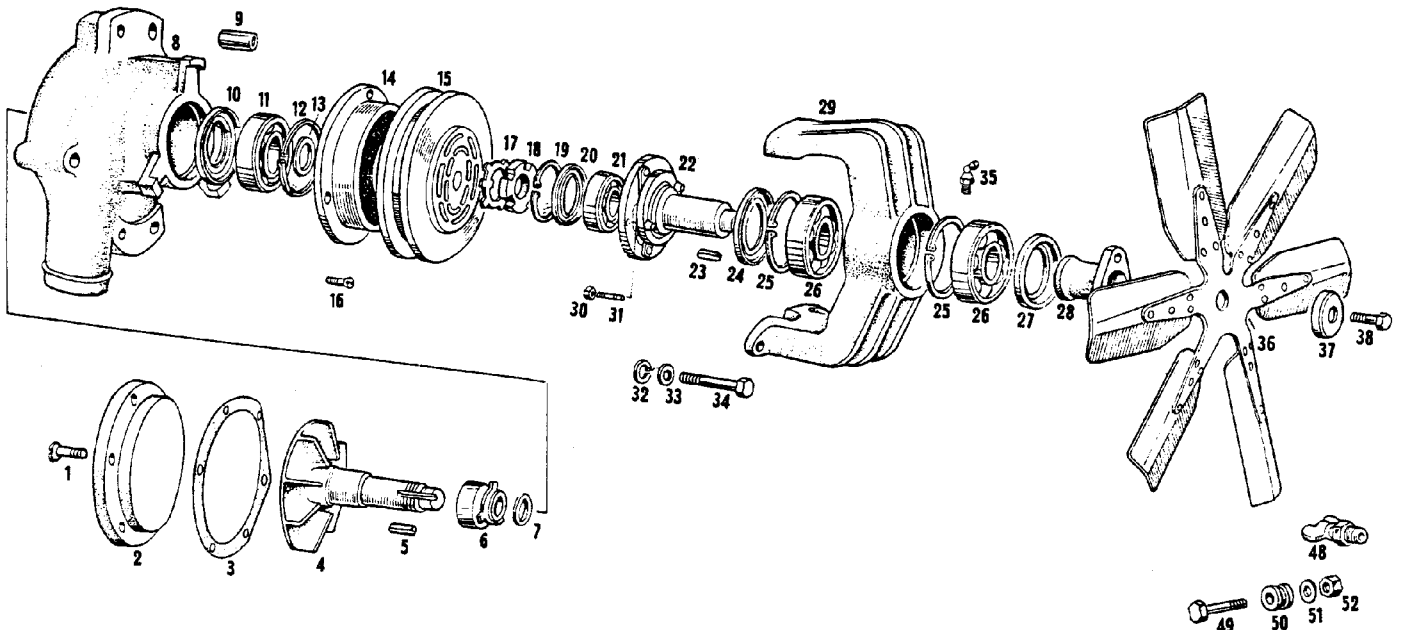
not a lot of difference between the magnetic clutch types. Here's what you do:

Remove the pump from the car (not very difficult, just be careful), start disassembly. Best to refer to parts manual. In this instance we will refer to Mistral Parts Manual, Table 5:

1. Remove magnetic fan assembly from water pump by undoing 4 bolts. Loosen the nut that holds the fan, be careful as this bolt is counter-threaded. To loosen turn clockwise. Remove the fan. You can now remove the bearings from the housing. Careful not to damage the grease seals.
2. Remove castellated nut (fig. 18), remove the top part of the magnetic clutch. Remove the 3 screws holding the magnet (fig. 14). If you are lucky these nuts will not be corroded. If they are, you will drill them out carefully. Turn the pump around and with an impact driver, remove the screws that hold the back cover.

I have found spraying a lot of WD40 does help. 99% of the time I have found these screws to be butchered by someone else or corroded beyond repair. If this is the case, drill them out carefully. Should the cover be damaged it will need to be tig welded and machined, drilled and counter sunk. Should the water pump body bolts stick, they will need to be drilled and inserts fitted.

3. Once you have the back cover off, tap the shaft out gently, insuring you note where the spacers go. Once you have everything disassembled, clean all parts thoroughly.



4. Re-assembly starts with the nylos grease seal (fig.10) and new bearing (fig. 11), which is best pressed in with an hydraulic press, but can be tapped in gently with a plastic hammer.
5. Turn the pump over and install your seal, very carefully, with the copper side facing the bearing. The actual seal is made of carbon and can break very easily.
6. Insert the impeller through the seal and bearing ... best pressed.
7. Place spacer (fig.13) on top of bearing (fig.11)
8. Attach magnet using new screws (fig.16). Attach magnet (fig.14)
9. Tap down pulley very carefully, lining up the woodruff key (fig.5) with the groove. Fit tab washer (fig.17) and castellated nut (fig.18). Tighten with special tool or old screwdriver very carefully. **DO NOT OVERTIGHTEN** as it can break the carbon seal.
10. The seal has a spring inside and this should be compressed about half-way and the nut locked into place. Re-install the fan assembly over this. The cover plate on the back of the pump should have a layer of pink silicone to seal it properly.

The time required to rebuild a water pump is approximately 4 hours ... if all goes well ... believe me that is rarely!

Should you experience any problems, do not hesitate to call me on **0412 377 224**. If it's on this matter or something else, I'll do my best to help.

FOR SALE Max Kennedy

Phone or Fax: (07) 3268 6608

If you are looking for an early model Maserati, then perhaps this is the car for you. Max Kennedy a longstanding Club member from Queensland has decided to sell some of his cars. Max told me "At 71 years I find I can no longer maintain them and it is a bit difficult to 'slide under' any more". Apart from the magnificent Maserati Sebring Series I pictured below, Max is thinking of selling most of his 14 cars (including one motor cycle a Triumph Bonneville , 1961 TT with a racing history at Isle of Man in 1963), which include:

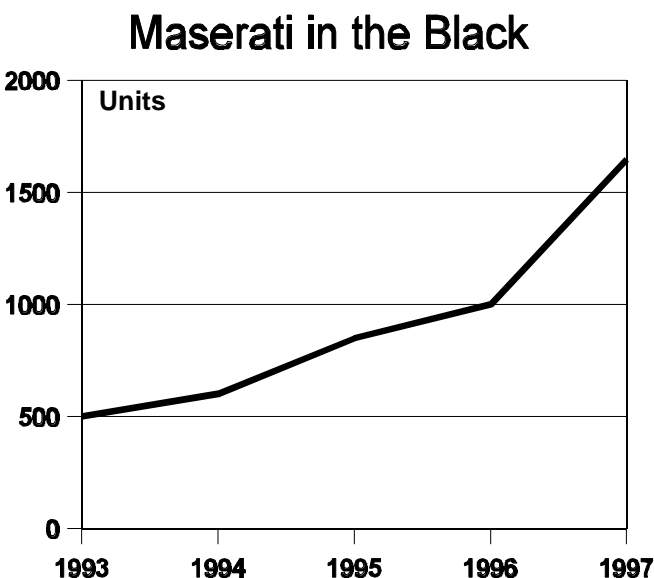
- # **1913 Wolseley Torpedo Phaeton:** Australia's first driver training car. Taxi in Melbourne and covered in excess of 500,000 miles;
- # **1928 Alvis Le Mans:** Supercharged, front wheel drive. Raced & won Brooklands in 1929;
- # **1946 MG TC Supercharged:** Prepared by Harry Firth. Race car all its life.
- # **1959 Corvette "Two Top":** Fuel injected. Genuine 36,000 miles
- # **1963 Corvette "Split Window":** Fuel injected. Genuine 30,000 miles





Maserati on verge of making Profit

As we reported in the last issue, Maserati looks like making a financial comeback as a result of major management changes (and investment) by parent Fiat. Giancarlo Perini reports in the September edition of CAR Magazine that although it has taken a little longer than expected, Maserati is set to post its first profit for more than four years. "The current year is going to be the last one to register losses. Next year we will reach break-even point and we might register a profit - I would even say a significant profit," commented Fiat's CEO Robert Testore at last month's launch of the Quattroporte V8. "Maserati breaks even with a production (and sale) volume of 1500 cars and in 1997 we plan to deliver some 1650 Maserati if everything goes as we anticipate"



Impressive stuff says Perini. Especially when you consider that's 65% up on 1995 production and that an all-new Guigiaro-designed coupé is due to go on sale in 1998.

Since Fiat took over from de Tomaso in 1993 it has invested around \$170 million in Maserati -

not much by big car company standards but "about right for Maserati" according to Testore. As well as putting money into the company (which Alessandro de Tomaso seemed reluctant to do) Fiat also put the right man in charge. In Eugenio Alzati, a former general manager of Ferrari who master-minded the launch of the Testarossa and GTO, Maserati has a tough, often uncompromising general manager and probably one of the very few men capable of turning the company around.

Alzati arrived in Modena in 1993 fresh from turning what had been seen as a punishment job - boss of Fiat Auto in Brazil - into a golden opportunity. He transformed the operation from one of Fiat's least productive sites (absenteeism was running at 35% when he took over) into one of the most productive and profitable (absenteeism was at 5% when he left).

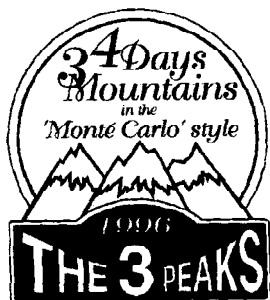
He is not averse to using Machiavellian methods to get what he wants. "In my first year at Maserati, it is true I set my team new goals I knew they could not achieve," he smiles.

The Quattroporte Ottocilindri* is his most significant fix to date and paves the way for the exciting new coupé, which is said to be more powerful but more expensive than any Alfa, yet more affordable and as charismatic as a Ferrari. Its development was slowed down in 1995 to give Alzati and his engineers time to improve build quality. According to sources the coupé will eventually be given its own name and will be available in either the V6 or V8 engine installed longitudinally. A Spider version of the new car remains an option, although Fiat has not yet approved it.

Alzati is unlikely to be in charge when the car is launched, however. At 61, he has already reached retirement age and will almost certainly be asked to stand aside for a younger man. Following in his footsteps will not be easy.

**The 335bhp Maserati Quattroporte Ottocilindri was released in Australia at the recent Sydney motor show and is available with a six-speed Getrag or BTR automatic.*

Some Forthcoming Events



The 3 Peaks Rallye November 2-5, 1996

The 3 Peaks Rallye gets underway next weekend filling in the gap created by the movement of the AGP F1 to March and the subsequent movement of the Grand Prix Rally now in its 10th year.

With a full field of 100 cars the Rally commences on Saturday and follows an action packed and entertaining itinerary until its conclusion with a formal presentation dinner on Tuesday evening at Mt Buffalo. It is an interesting field full of familiar faces. I note however there is only one Ferrari in the field and no Maserati's.

Many in the field are readers of this periodic notebook. Members participating include: Danny Loypur (1996 Porsche Turbo), Ian and Robyn Begley (1973 Porsche 911), Des Dillon (1920 Hispano), Chris and Dee Stephen (1964 Iso Rivolta), Rob Svensen (1989 Porsche 928GT), Ed Aitken (1973 Porsche 911), Winston Kim (1996 Porsche 911 Turbo), Paul Sadler (1972 Porsche 911), Alf Gange (1980 Saab Enduro) and Greg Aimers and myself in a 1975 Ferrari Dino 308GT4.

Last year the Rally was run over the Queen's Birthday weekend complete with snow and water ... lots of water! This year hopefully the spring rains will have abated and we might enjoy some sunshine. The 3 Peaks has developed into a fine rally and a lot of fun. I'm sure this years event will build on the tradition it is establishing.

Best of luck to all competitors. Have a great (safe) time!




Winton Sunday, November 3, 1996

In case you have forgotten, The **Australian Ferrari Register** will be conducting a track day at Winton on Sunday, November 3, 1996. That's THIS Sunday!

The morning sessions will comprise track familiarisation. Qualified instructors will be available to help you learn the track and assist you in getting the best out of your car (safely) for an enjoyable day.

From 1.00 pm through to the close of the day, timed lap sessions will be conducted.

Members of the Maserati Club of Australia, are invited to this event. The Entry Fee is \$100.

Winton Track Day	
	
Date:	Sunday, November 3, 1996
Location:	Winton
Scrutineering:	Opens at 8.15 am
Driver Briefing:	9.00 am
Requirements:	Club membership card and CAMS Basic Licence or superior
Cost:	\$100
Further Information:	Enquiries should be directed to Geoff Petherbridge on (059)74 1308.



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

Entries for Rally Tasmania and the Lactos Heritage Rally open on Monday, November 4, 1996 and with several months to go competitor interest is continuing to grow at a rapid rate. Such has been the early response to next year's bitumen rally, the organisers are concerned that there will not be enough room in the entry list for all those competitors wanting to compete.

Last February's very successful Lactos Rally Tasmania and Heritage Rally attracted 40 competitors, with the 1997 rally looking to attract three times that number! Expressions of interest in the rally have been received from all Australian States and also from New Zealand.

Clerk of Course, Tony Wright, said that most of the interest has been generated since the last Targa Tasmania, but believed the low cost of the event and the minimal time required to do the event were major attractions for competitors.

With the number of entries limited by the allowable public road closure times set for the special stages, entries will be accepted on a "first in - first served" basis for both events. With such a demand for "spaces" in the rally, it is planned to help the on-road schedule by conducting the Lactos Heritage Rally at 30 second intervals similar to Targa.

The timing system for the Lactos Heritage Rally will be as for Rally Tasmania in 1997. Time taken on special stages will be to the second with the winning crew being the crew that completes all the special stages in the least amount of time. Both events will use the same Road Books and Time cards. A handicap system

will also be utilised to give all class competitors the chance to become the handicap winner.

All vehicles will be required to have roll-over protection, with an exemption being sought from CAMS for pre-1950 model vehicles only.

For the first time, most rally activities will be based at the Burnie Civic Centre including Road Book Collection on Wednesday, February 19. Scrutineering in the courtyard on Friday the 21st will be followed by the Rally Start, again in the courtyard at 6.00pm on the same day. The official Prizegiving Dinner will also be conducted at the Civic Centre on the Sunday evening, with this important function rounding off the weekend.

- # **Vehicle Freight:** An extremely attractive freight subsidy is available for the transportation of the competition car or tow vehicle and trailer. This service is roll-on roll-off from Melbourne direct to Burnie.
- # **Vehicle Eligibility:** Rally Tasmania is open to road registered production based vehicles which comply with the general requirements for Rally Cars (Schedules A and R) and meet the Special Requirements for Special Stage Rallies as laid out in the CAMS Manual of Motor Sport, 1996. The Lactos Heritage Rally is open to pre-1970 production vehicles which meet the same requirements. The Tasmanian Rally Championship component of the event is open only to CAMS Production Rally Cars.
- # **Reconnaissance:** Pace noting will be permitted from Wednesday February 19 to noon Friday, February 21.
- # **Entry Fees:** Entries open on Monday, November 4, 1997 and fees are \$400 up to December 13, 1996 or \$450 up to January 31, 1996.
- # **Further information:** Contact the Rally Office:

**Rally Tasmania,
PO Box 19, SHEARWATER TAS 7307
Phone & Fax: (03) 6428 7788
Mobile: 015 871 721**



1997 Grand Prix Rally February 28 to March 5, 1997

Entries for the 10th Grand Prix Rally opened a month or so ago. The Grand Prix Rally now in its 10th year is a road event for Classic, Collectible and sporting cars of all ages and is an official event of the 1997 Qantas Australian Grand Prix.

Interest in the next years event runs high. Again the Rally will be conducted on a 'Monte Carlo' format with three starting points - Sydney, Melbourne and Adelaide. The three fields come together at Albury following a series of navigation exercises. The combined field will then proceed to the finish in Melbourne via a series of performance events. The traditional *Night Navigation Exercise* will be conducted over a course common to all crews.

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
FlyingC 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.

The following day the race program for the Grand Prix will commence. During the Friday

and Saturday ~~by Glenelg, Road~~ will be invited to lap the Albert Park Grand Prix Circuit while Rally winners are presented with their awards on the pit lane presentation podium. An enlarged social program is already in place with the traditional Presentation Dinner being the highlight.

The **Entry Fee** for the 1997 Grand Prix Rally is **\$2500** for the driver and navigator and this includes entry for both (as appropriate) in each of the following:

- # All speed events (Hill climb, circuit sprints)
- # Presentation Dinner
- # Barbeque Breakfast
- # Commemorative Plaques
- # Set of Official Maps
- # Lap of Albert Park Grand Prix Circuit
- # Two General Admission tickets to the 1977 Qantas Australian Grand Prix
- # Special evening entertainment
- # Grand Prix Cocktail Party & Concourse Invitations
- # Luncheon en route
- # Mayoral Reception
- # Podium Presentation for outright winners
- # Two official rally shirts

The Grand Prix Rally is always a lot of fun and this years field will probably be much larger than that earlier this year, when participants had little time to come up for breath following the extremely successful Grand Prix Rally to Adelaide in 1995.

From all reports those who went on the "new" Rally in February of this year liked the event and are signing up again for 1997.

If you would like to go then ring the Rally Office in Adelaide on (08) 8374 0444 and speak to John Blanden the Director of the Rally, the Secretary Reg Sparks or Stuart, Roger, Jan or Trisha ... all of whom will be happy to help you. Don't think about it for too long though! The mail address is:

The Grand Prix Rally
PO Box 717
BLACKWOOD SA 5051
Phone: (08) 8374 0444
Fax: (08) 8278 7310

Clerk of Course Seminar February, 1997

Andy Clark has written to CAMS affiliated Clubs recently and asked:

Do the people who organise and run your track days fully understand every facet of their duties and responsibilities? Do they know what to do in an emergency? Do they understand what is required of them under the NCR's and the Speed Event Standing Regulations? Do they understand the roles of event stewards?

Because every one associated with organising a track day or speed event NEEDS some brushing up in some of these areas the Victorian Motor Race Panel is currently planning a seminar for clerks of course and directors of speed events. It is proposed to conduct the seminar in February 1997.

The seminar will be aimed primarily at club-level events, with the purpose of making clerks of course aware of their duties and it should be of benefit to both new and experienced officials. If you are interested in attending, phone Campbell Andrea at CAMS on (03) 9889 2327 by not later than Friday, November 15, 1996



The Maserati National Rally March 28 - 31, 1996

The Maserati National Rally which is being organised by Douglas Huntley and the Club Maserati in Sydney have advised a change of date as shown above. For further information phone Douglas on (02) 288 8091.

1997 QANTAS Australian Grand Prix March 6 - 9, 1997

In 1996, Glen Coad Racing organised an exceptional corporate facility at the Australian Grand Prix at Albert Park which provided 5 star service and amenities, unrivaled by any other trackside venue.

Amongst Glenn's guests were Tom Wheatcroft, Tim Parnell and the British Racing Drivers Club, who together with a huge gathering of national and international drivers, enjoyed the personalised attention which the Coad's attribute to the great time had by all.

The amphitheater like view has no rival on the circuit for providing spectacular motor racing action. If you were there during the 1996 Transurban Australian Formula 1 Grand Prix you would have seen Jacques Villeneuve leave his car and enter the Glenn Coad Racing corporate facility after his spectacular spin during Saturday practice.

The emphasis is to gather motoring enthusiasts to share this great venue. **The representation of the Maserati Club is highly desirable for Glenn Coad Racing and they have offered a donation to the Club in anticipation that members will be attracted to the site.**

This facility is unique in offering both a spacious multi-tiered trackside viewing suite and restaurant dining. The indoor/outdoor facility has exclusive use of the Redhead, offering guests the comforts of restaurant seating coupled with a grand fully equipped silk lined facility on Corner 4 overlooking Corner 3 & % as well.

The ticket price is \$1950 for all four days and includes breakfast, lunch, afternoon tea & snacks served continuously plus a full bar.. Call Glenn Coad on (03) 9867 6200 or 0418 389 549 and ask for a full brochure. **Remember to mention the Maserati Club!**



**TARGA
TASMANIA**
The Ultimate Tourist Trophy.

Targa Tasmania 1997

April 11 - 22, 1997

Targa Tasmania for 1997 I understand is full steam ahead. Entries at the beginning of September were 131 and have grown considerably since then. Going back through the September issue of Targa News John Large had announced details for the course for next year in which he stated only minor changes would be made.

There is one proposed extra Targa Stage to be included in Day Four in 1997, giving a total of 40 competitive stages in all (including the prologue), which is the most ever planned in one year. Based on Targa News the 1997 event will be structured as follows:

- # **Day one, The Northern Loop** with seven Targa Stages around Launceston; It is proposed to redesign the "Longford" Targa Stage. It will be revamped to cater for a larger spectator crowd.
- # **Day Two, The Tasman Trundle** with nine Targa Stages from Launceston to Hobart, remains unchanged.
- # **Day Three, The Southern Sprint** through the Huon Valley with six stages; it is proposed to run the 12km "Oyster Cove" stage in reverse, reverting to what it was in 1992 and 1993.
- # **Day Four, The North West Challenge** will include an eighth Targa Stage. The new stage will be located at Wilmot following the "Cethana" stage and before "Gunns Plains" and "Riana".
- # **Day Five, The Western Enduro**, the longest day with nine targa stages will remain unchanged.

Targa Tasmania is seeking increased participation from owners of pre-1977 classic Sports and GT cars, which are a key target. If you are thinking of going, **call Ronda Mathews on (03)6224 1512**



Sydney Classic Rally

May 10 - 17, 1996

Curious to see how the Sydney Classic Rally was faring since its launch in May earlier this year, I accessed their Internet site and came up with the latest news:

QUALITY FIELD BUILDING FOR NEW RALLY.

A BRACE of priceless Bugattis heads a stunning field of Classic and Thoroughbred cars entered for the Inaugural **RACA Sydney Classic Rally**. Both Type 35s, built in 1927 the Bugatti sports models are among 156 applicants for a starting position in the May 1997 Classic.

Running under the highly respected banner of the Royal Automobile Club of Australia, the Rally will cover 2000km in the area between Sydney and the Blue Mountains, Canberra to the south and the Hunter Valley to the north.

Veteran, Vintage and post-War Classic cars built before 1977 will compete in two divisions, called "**The Challenge**" and "**The Chase**".

Presenting a progress entry list, RACA President, Bayne Kelly, said applications have come from owners in every State and the ACT. "*And with our patron, Sir Jack Brabham, presently talking to enthusiasts overseas,*" he said, "*we expect to see some international names very soon.*"

One of the early entrants was Diana Gaze, widow of four times Australian Grand Prix Winner, the late Lex Davison: she will drive her rare 1929 Alfa Romeo SS Zagato. A Touring Car Champion from the 1960s and 70s, Norm Beechey, has entered his 1962 Chev Impala 409, in which he won both the NSW and Victorian

Touring Car titles in 1962, while former Lord Mayor of Hobart, Richard Pringle-Jones, will drive a 1974 BMW 2002, one of several entered.

Oldest cars so far are from 1911, a Panhard et Levassor, owned by Max Roberts of Scone and a Rolls-Royce Silver Ghost owned by Keith Edwards of Sydney. Both these magnificent machines will contest **"The Challenge"** division, covering 500km between Sydney and Newcastle on the opening weekend. Others nominating for this driving and navigation test include a 1924 Amilcar, a 1960 Daimler SP250, a 1963 E-Type Jaguar and a 1962 Lotus Elite.

Entries in the more competitive **"Chase"** division lean towards performance cars like Ferrari (six entered, including three Dino 246GTs), Aston Martin (including two DBS V8s), Austin Healey, Bristol, Maserati, Morgan and Porsche.

Three outstanding pre-War performance models are in the line-up: a 1924 Bentley 3-litre Le Mans, a 1935 Lagonda Rapide and a 1939 MG TB. With 12 various models nominated, MG is the most prolific to date, including TB, TC, TF, A, B, and BGTV8.

Motoring elegance is well represented, with three more Bentleys, including a 1965 S3, a 1957 Daimler Century, two 450SE Mercedes and a 1973 Rolls-Royce Silver Shadow. Classics of Australian Touring Car racing and rallying will delight enthusiasts, ranging from Cooper S, Escort Mexico, Alfa Giulia and Falcon GT to Cortina GT500, FJ Holden, Lotus Cortina, Mustang, Torana XU-1 and Volvo.

Event Director, Max Stahl, creator of the spectacular **Targa Tasmania** in 1992, said the RACA Sydney Classic Rally was designed to give classic car drivers *"a good time, not a hard time ...we want entrants to enjoy driving their valuable machines close to their performance capabilities without being under pressure to achieve impossible times."*

Entries will be by invitation, contact the Royal Automobile Club of Australia, 89 Macquarie St., Sydney - Phone (02) 233 2355.

New Members

Membership of the Club continues to grow. New members since September 1 and those rejoining the Club after an absence of 12 months or more, are:

Batchelor, Richard	TOORAK VIC
Begley, Ian	HIGHTON VIC
Botterill, Scott	PATTERSON LAKES VIC
Brandi, Deano	HARKAWAY VIC
Costabile, Geoff	ROWVILLE VIC
Deen, Dylan	ESSENDON VIC
Famularo, Tony	MACLEOD VIC
Fisicaro, Robert	TULLAMARINE VIC
Fitzgerald, Gary	MOSMAN NSW
French, Rusty	MT ELIZA VIC
Jones, Carl	MELBOURNE VIC
La Carruba, Tony	MACLEOD VIC
Loypur, Danny	EAST DONCASTER VIC
Minichiello, Tony	WEST BRUNSWICK VIC
Newman, Sam	MIDDLE PARK VIC
O' Neill, Stephen	SOUTH YARRA VIC
Palmer, Luke	GOLD COAST QLD
Reark, Zachary	MENTONE VIC
Rizzo, Phillip	DONVALE VIC
Sadler, Paul	BRIGHTON VIC
Shearman, Scott	SOUTH YARRA VIC
Singer, Arnold	TOORAK VIC
Spiridis, Perry	IVANHOE VIC
Stephen, Chris	MOUNT ELIZA VIC
Wilson, Brian	COBURG VIC
Wright, Michael	MIDDLE PARK VIC

On behalf of the Committee and the members I welcome you to the Club and trust you enjoy the events the Committee organises for you.



Ed Aitken in full flight at Phillip Island, Race 1 of the Porsche Cup