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# President's Day Revamped

## New date, New format, New Venue

The Club's President's Day, is the annual occasion for giving out prizes to owners of nice cars. It is also about enjoying a day out in good company and pleasant surrounds whilst looking closely at cars, many of which only see the light of day once or twice each year! This year the sub-committee, chaired by Barry Williams, decided to significantly upgrade last years event. However, Barry and his Sub-Committee have found the combination of the Spring Racing Carnival, the Melbourne Cup, the Rally season and the itinerant nature of our members to be too big a hurdle to overcome, so the event has been rescheduled to **Sunday November 30, 1997** and a new venue has been selected at **The Carousel on Albert Park Lake**. To keep up the pace, the event this year will be called the **Concours of Great Marques**. It will be followed two weeks later by the Club's **Xmas Lunch**, which this year will be held at the **Duck Restaurant** on December 14. If you are interested in using your car more actively, now is also the time to start doing something about entries in the 1998 Rallies such as the Rallye de Bordeaux, Rally Tasmania, Lactos Heritage Rally, Duttons Grand Prix Rally and of course Targa Tasmania. Progress reports on these events are inside. For those about to head off on The 3 Peaks Rallye and Classic Adelaide. Good Luck!

### Concours of Great Marques

*sponsored by Tattersalls, Shannons, Porsche Cars, Monarch Motor Imports, Domaine Chandon and Great Cars Magazine.*

*Proceeds to the Anti Cancer Council*

### The Carousel on Albert Park Lake Sunday, November 30, 1997

**Barry Williams** and his sub-committee who are organising this event, have filed the following report:

1997 is a year of anniversaries. We have taken up the challenge and planned a major event for the President's Day which this year will be called the "Concours of Great Marques". To ensure a maximum number of people can attend the event, we have re-scheduled it, so that it will now be held on Sunday, November 30, 1997 at a new venue: *The Carousel on Albert Park Lake*, making it more convenient. This year's event promises to be a memorable one. We are celebrating:

- **100 years of Maserati** - it is 100 years since Carlo Maserati designed his first engine;
- **50 years of Ferrari**
- **50 years of Porsche**
- **40 years of Lamborghini**

*We are very proud to announce that the Concours of Great Cars is being sponsored by Tattersalls, Shannons, Porsche Cars, Monarch Motor Imports, Domaine Chandon and Great Cars Magazine. Proceeds go to the Anti-Cancer Council.*

### Duck for XMAS?

### The Duck at Crown Casino Sunday, December 14, 1997

We said we would hold the Xmas lunch at an interesting location. Well, we are.

Sophisticated and cosmopolitan, The Duck Restaurant is nested in the centre of the Crown complex. If you're one of the few who have yet to visit the Crown Casino complex, either for a look around, food or entertainment, or to try your hand at the tables, then this lunch provides the perfect excuse to visit the so-called "Jewel in Melbourne's crown". You need to be there at 12.30 pm for a 1.00 pm start.

Due to the central location of the Duck Restaurant, you can walk out of the front terrace doors quite readily onto the river walkway adjoining the river and the location of the "famed" water spouts that feature in the many Crown commercials. The restaurant decor is very modern and classy. It has the best wine list by bottle and by glass in Victoria (28 by glass). It also happens to be in the middle of "those wonderful shops"!

Xmas lunch this year will therefore have an exotic Asian touch. It promises to be both a meal and an occasion not to be missed. **Cost is \$50 per person.** Drinks are to your own account. Further details are provided on the booking slip, which is enclosed.

**Please make sure your booking is in by December 10, 1997.**

## Concours of Great Marques (from page 1)

We have arranged some of the most spectacular cars you'll ever see in one place. Starting from the oldest and going forward, we have a number of cars from the 20's and 30's, for example, a number of Bentley's, two Rolls Royce Silver Ghosts, an Hispano Suiza, a Delage, Daimler, Lagonda V12, 5 Bugatti's, 2 K3 MG's, some Rolls Royce Phantoms, 2 Vauxhall 3098's, a Riley Imp, a couple of Alvis, a couple of Jaguar SS100's and from the 40's, 50's and 60's we have Allards, Healey's, Lotus, Ferrari's, Maserati's, Porsche's (including the oldest Porsche in Australia a 1951 356C)/ for those who like modern cars, we have the latest model Maserati and a Ferrari F50, Lamborghini Diablo VT and many more ... almost 150 cars at this stage!

The cars will be displayed in the car park adjoining the restaurant under the shade of trees.

Upon arrival at The Carousel, which is located on a beautiful site abutting Albert Park Lake, we will serve you a complimentary glass of champagne with some nibbles courtesy of Domaine Chandon.

To open the event we have a high profile car-loving politician, whom I'm sure everyone will want to meet. We have a great caterer. We have a great venue, which as a bonus is centrally located and convenient to get to.

With the very knowledgeable Chris De Fraga as Master of Ceremonies commentating on some of our special vehicles and a brief talk to be given by our prominent politician, it will be an interesting and stimulating day.

Lunch will be served at 12.30 pm. Drinks will be to your own account. There will be awards and trophies presented at 2.30 pm in the restaurant to the following classes:

<b>The President's Cup:</b>	"Car of the Show" Award
<b>Best Race Car:</b>	From any period
<b>Veteran:</b>	Pre 1930
<b>Vintage:</b>	1931 - 1940
<b>Historic:</b>	1941 - 1960
<b>Classic:</b>	1961 - 1973
<b>Modern:</b>	1974 and later
<b>Best Maserati:</b>	From any period
<b>Best Ferrari:</b>	From any period
<b>Best Lamborghini:</b>	From any period
<b>Best Porsche:</b>	From any period

**This event will be open to the public from 11.00 am to 4.00 pm and an admittance fee to the Concours of \$10.00 will apply.**

Members and guests arriving by 10.30 am will not be charged an admittance fee. Members (including spouse/partner and children who are family members) arriving after 10.30 am and who are not exhibiting their car, but can produce a Membership card will be admitted without charge. Other persons including spouse/partner, children and guests, who are not members will be charged an admittance fee. All proceeds will go to the Anti Cancer Council.

**If you are exhibiting a car on the day then your MUST arrive with your car between 9.00 am and 10.30 am. Cars can be removed after 4.00 pm.**

The venue for the event as noted is the The Carousel. As a liquor licence is held by The Carousel, no person attending the venue is permitted to bring their own liquor as this would constitute a breach of The Carousel liquor licence. All liquor consumed on the day, apart from complimentary champagne, must be purchased on the day at The Carousel.

Due to the limited seating, no children's concessions will apply. **The cost for lunch will be \$50 per head and drinks as noted earlier, will be to your own account.**

No picnics are permitted within the precinct of this event and as noted there is no BYO.

Booking slips for Lunch and Vehicle Entry Forms are enclosed. *Persons who have entered a vehicle in the event will be given preference for Luncheon bookings as previously advised.* You do not need to display a vehicle in order to attend the luncheon.

**Luncheon bookings and Vehicle Entry Forms must be returned no later than Thursday, November 27, 1997.**

## Tattersall's Historic Sandown Sunday, November 9, 1997

Jon Davison has invited the Club to take advantage of an offer to display cars at this event from 9.00 am to 4.30 pm. The display will compliment the special demonstrations and concours of Ferrari, which celebrate that marques 50<sup>th</sup> Anniversary.

Sandown will provide each exhibitor ONE guest pass for the vehicle you display. All other passes are \$20 per person and includes a program. If you would like to take advantage of this offer, complete the enclosed form and mail it back to me NO LATER THAN, Wednesday, November 5, 1997.

**This is a great way to park your car and see a great day's racing.**

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# We went racing! What a great result!

## *Reflections of a Team Manager*

MSCA Six Hour Relay Race, Winton Motor Raceway  
Saturday & Sunday, October 18 & 19, 1997

It was getting close to the end of the six hours. Michael Downard was driving the last stint. We were doing well. We had stuck to our race plan and each driver had driven close to, but not below, his nominated lap time. Each driver knew that even an improvement of 0.1 of a second on his *nominated* lap time was going to cost the team a one lap penalty. Our goal of achieving a podium position for an outright place seemed a bit elusive. But we were hanging in there, sticking to the plan!

Practice and qualifying on Saturday had shown that there were quite a few cars capable of running times below 1:40:00. Mark McNamara had put in a few good times in the 1:38's, but this was an endurance race and the cars and the drivers had to last. What we wanted was some high speed consistency from the Drivers and reliability from the Cars. At the end of the practice and qualifying sessions, but before 5.00 pm on Saturday, we had to submit our nominated lap times for each Driver. To have a chance at outright, we had to have a time that would be quick. But to have a chance at handicap, we had to have a time that each driver could drive very close to, but not exceed. The penalty of one lap per infraction was severe. So it was a balancing act. Weather was also a factor. Saturday had been a perfect spring day. The temperature had hovered somewhere around 20°C. There hadn't been a cloud in the sky all day. Coming out of an overcast Melbourne on Friday, it was one of those perfect blue skies you dream of seeing. Selwyn Hall and Greg Aimers were handing out the sunblock. We were getting sunburnt! If it stayed like that for Sunday, then our nominated times would hold up. If it looked like rain then, we had the chance to nominate slower nominated times for each driver.

Driving west to the Team Dinner at the Kim Wah on the Saturday night into the setting sun and cloudless red sky, I knew we didn't have a problem, Sunday's weather would be a repeat of Saturday.

And so it was. But by now there were only 30 minutes left in the race. The five hours and 30 minutes that had gone before seemed to have vanished like raindrops on hot concrete. But our team of club officials Greg Aimers, Mary Blecher, Selwyn Hall, Gordon Robertson, Gordon Sutherland and Mike Williamson were somewhat despondent. No one appeared to be giving us credit for our performance. The track side announcer it seemed was more intent

on reporting the performance of the more "experienced" teams like the Mini Club entries, the Alfa Romeo teams, the Sports Car Owners team, Austin Healey Sprite Team and PIARC/Porsche. As newcomers we didn't rate much of a mention. In fact each time Michael Downard appeared in his beautiful black 928 GT he was greeted by "Here's that big black Porsche, taking up all of the track again!". Nonetheless we were in there with a show ... track side announcer or no!

We had started the day with a target of 211 laps. Based on our nominated lap times for each driver. The organizers used these to calculate a theoretic number of laps each team would complete over the six hours. Very simply, they divided the number of drivers in each team into the six hours, to come up with the maximum period of time each driver could be on the track. If the driver exceeded that time, then a penalty of 23% would be levied against the time overrun or the additional laps achieved. For each driver the expected number of laps to be achieved was calculated by dividing the time the driver was to spend on the track divided by his nominated lap time. The sum of the expected number of laps for each driver gave us our total of 211 laps.

Three other teams were ahead of us. The team with the highest number of expected laps was on 218 followed by another on 216 and a third on 213. We were fourth. There were ten teams behind us, with the team with the lowest number of expected laps on 193. Grid positions to start the race were determined by the expected number of laps to be achieved overall. So we were fourth on the grid.

To win the race we had to achieve the most number of laps, without exceeding our nominated lap times. We also had to make sure we could minimise the number of driver changes as each driver change cost us about 3 minutes of track time to complete laps. But there were limitations. We couldn't run much more than an hour without risking, running on empty. Running out of fuel on the track, would be a disaster. We also had to think about driver fatigue. We needed to maintain the pace, be incident free and be 100% on vehicle reliability. We opted to run each driver for a one hour period. This would mean five driver changes and a maximum of 15 minutes lost track time, or less if our driver changes were quicker.

So there we were with 30 minutes to go. The big black Porsche was on the track again. The announcer had us at fourth. It was a good result, we were running to plan. If everyone else was running to plan, then we would finish fourth. The announcer then made an announcement which gave us some hope. It transpired that the positions he had been calling all day did not include penalty times. Penalty times would be available shortly he said. With less than 15 minutes to go, everything changed. The sheets of white paper distributed hurriedly to the teams from the race officials, contained the handwritten lap penalties. We didn't rate a mention. We liked it!

Then came the next announcement. There were only three laps to go to complete the six hours. The announcer said that after more than five hours and including all penalties there were four teams on the same lap. The Alfa Club was running first. We were lying second not too far behind in the big black Porsche. We were lapping more than six seconds a lap faster. We could win this race!

But we had just signalled Michael to take it easy. He was getting too close to his nominated time. Now we had to figure out how to get him to go a bit quicker, but not too quick! Within the space of a lap and a half, Michael had solved the problem himself and went by the dark blue Alfa. We were in the lead. The announcer concurred.

So there we were, Michael had just entered the long back straight next to the new pit lane. He was In front. Clear track in front and behind! On his way to the chequered flag only a kilometre away.

Then, there he was. Coming out of the "esses" onto the front straight heading toward us, the timing tower and the chequered flag! As he went across the finish line and got the chequered flag, the announcer acknowledged: ***"The provisional winner of the Great Race at Winton is the Maserati Club"***. We exploded. What a great race. What a great result!

Celebrations were in order. But reality set in. I had to get back to Melbourne in what was left of the daylight. Michael and a few others in the team, were however happy to stay around for the presentation, give my apologies and accept the award. What a great moment.

**But that's really only one part of the story. The real story started just over a week earlier.**

On the Thursday, the week before the race we had put together what seemed like a competitive team. It was, after all, the first time the club had attempted to put a team together for a full fledged race meeting. We needed a team of drivers who had a general

competition licence and a team of cars that had a log book and had completed a CAMS approved pre-race check. Sounds easy. But there had been a lot of racing going on in October. However, by Thursday, October 9, ten days prior to race day, we had put it together and had a competitive team. We were on our way.

Then I got the first phone call. "Sorry Jim, but I don't have a car!". Now ten days before a race meeting at Winton that's not the sort of call you want. However, there are always alternatives. We could run the team with five cars. No, on second thought, I mused, the optimum is six because the organisers give you greater flexibility. A lot of names sprang to mind. But the problem was time and other events. The Porsche Cup crew had just run at Bathurst. The GT production series was on at the same time as our event at Winton. It needed to be someone who was enthusiastic and dedicated. I rang Ojars Balodis. He had just run at Bathurst, but he agreed.

So by Friday night, seven days before unofficial practice on the Friday, we had a team finalised for the race. I felt very relieved and very grateful to Ojars who agreed to step in at such short notice.

**So 'Team Maserati' was finalised. We had six competitive drivers in six competitive cars.**

TEAM MASERATI MSCA Six Hour Relay Race Winton Motor Raceway		
10A	Steve Chiodo	1997 Lotus Elise
10B	Michael Downard	1990 Porsche 928 GT
10C	Gary Fitzgerald	1994 Caterham JPE
10D	Mark Mc Namara	1985 Porsche Carrera
10E	Steve Phillips	1995 Nissan 200SX
10F	Ojars Balodis	1986 Porsche 944

We also had a great team of Officials. Greg Aimers, Mary Blecher, Selwyn Hall, Gordon Robertson, Gordon Sutherland, and Mike Williamson.

*(Continued on page 10)*



## Ferrari buys 50% of Maserati

Although it's a bit dated a news release from the Ferrari factory, dated June 3, 1997 announced that the Administrative Council of Ferrari S.p.A. has decided to invest in the equivalent of 50 per cent of the capital of Maserati. The remaining 50 percent continues to be held by Fiat Auto.

Ferrari will handle the operations side of Maserati while maintaining completely separate identities for the two marques as announced earlier in the year. The release went on to say that Ferrari's technical and commercial skills in dealing with high technology prestige cars, will help contribute to "the relaunch of the prestigious Maserati marque".

Now that announcement is probably enough to make a few people turn in their graves. It was one thing to be owned by Fiat Auto, but quite another to be half-owned by Ferrari. Fierce competitors with Enzo Ferrari during his early days with Alfa Romeo and Scuderia Ferrari in the 1930's and of course after from the late 40's after Enzo had established Ferrari.

One bright light on the horizon for those with an interest in Maserati's racing origins is the news that Maserati is likely to go racing again. The betting appears to be on Maserati holding up its end in the Sports Car category as other members of the Fiat Auto group are already in F1 (Ferrari), Rallying (Lancia) and Touring Car Racing (Alfa Romeo). I guess we will just have to wait and see!

## Grand Final Lunch Percy's Bar September 26, 1997

It's been quite a long time since teams like Essendon, Collingwood, Hawthorn, Geelong or Carlton have not featured in an AFL Grand Final. St Kilda were last there 20 years ago and won their first premierships more than 30 years ago. The competition had no history at all and it was the first time the Adelaide Crows had made it to the "G:" in the last week in September.

Melbourne during Grand Final week is a special place.

It's Football. Football. And more Football. This year the emergence of St Kilda as a Grand Finalist appeared to galvanise the support of most Victorians and the game rapidly became a matter of "us" vs "them" reminiscent of the interstate football rivalry of years gone by.

Percy's Bar was therefore an appropriate place to have lunch on a day, when nearly every Melbournite has a lunch to go to. What better place to go than a Hotel run by a former Carlton legend. This year we had a crew of 26 or so who got together to talk a little football and a lot about various forms of motoring and motorsport. There were a lot of familiar faces and some new ones too. Steve Cahun managed to organise a table for half a football team. Tom Snooks showed up to make sure everyone was sticking to the rules. Percy showed up a little later than usual to give us his view of the world. He was somewhat sanguine about Carlton's failure to make it this year, but has confidence in the Club for next year. Bruno Taverniti seemed to have an endless store of interesting jokes and everyone was having a good time.

As usual Percy's proved to be a good venue, good location, but you had to be Sherlock Holmes to find a parking spot. The food was great, the beer was cold and the company was terrific. We look forward to doing it all again next year. Hopefully Essendon will make it!

## The Club Library

If you would like to have the Club purchase a book for the library, if you are interested in donating a book, or simply want to borrow one, then contact Mario Lombardi on (03) 9521 8677 during the day (03) 9787 9535 after hours or 0412 377 224

- Cancellieri, Gianni & Cuchi Antonello "Maserati Catalogue Raisonné, Volumes I and II" Automobilia, Italy, 1990
- Clarke, RM "Maserati: 1970-1975" Brooklands Book Distribution, UK
- Clarke, RM "Maserati 1965-1970" Brooklands Book Distribution, UK
- Hall, Andy "Maserati 250F A Technical Appraisal" Haynes Publishing, 1990
- Pasini, Stefano "Lamborghini Catalogue Raisonné" Automobilia, Italy, 1984
- Pritchard, Anthony "Maserati: A History" Douglas David & Charles, 1976
- Pritchard, Anthony "The Maserati 250F" Aston Publications, 1975
- Road & Track "Maserati 1952-1974" Brooklands Book Distribution, UK
- Sparrow, David & Ayre Iain, "Maserati Heritage" Osprey Classic Marques, 1995

## Annual Spring Track Day

### *sponsored by LORBEK European Cars*

### Sandown International Motor Raceway

### Sunday, October 5, 1997

If you've followed some of the times recorded at Sandown over the last 12 months you would realise that Rusty French has usually posted the fastest time of day. At this event in 1997, Rusty with the Porsche GT2 only a few months old put in a scorcher with a lap of 1:19.47. He was closely pursued on that occasion by Graeme Hitchell (1:23.79) and Ojars Balodis (1:23.81), but 4 seconds is still a big gap. Times at the circuit in the Club's Grand Prix Track Day in March weren't as good and Rusty driving the RSCS squeezed in with 1:23.66 from Graeme Hitchell with a 1:24.34.

At the event just past the outcome wasn't as quick as last year, but it was certainly quicker than in March. Rusty French driving the GT2 posted a 1:20.96 on a set of very tired tyres and was closely

pursued by Simon Froude in his Carrera RS in 1:22.64. Simon's time was only the second time the Club has recorded two cars under 1:23 at this circuit. Well done Simon!

In what was a more lightly attended event for this time of year, a total of 56 entries were received. Last year with Bathurst alive to the sounds of the thundering V8's, some 87 entries crowded the track. This year, the weather was as good, Bathurst was on (2.0 litre Supertourers), but the big difference was Mick Doohan; he was at Phillip Island trying to win his first FIM 500cc Grand Prix at the circuit. The end result from the Club's point of view was nonetheless a highly successful day. Those who came along found there was plenty of track time. In fact the track closed slightly early, when only one driver was able to respond to the call for cars at 4.45 pm.

#### Leading Times by Maserati Club Members

Category	Driver	Time	Car
FTD	Rusty French	1:20.96	Porsche GT2
Quickest Maserati	Bob Punch	1:36.03	Maserati Ghibli Cup - Racing
Quickest Ferrari	Scott Shearman	1:28.71	Ferrari Testarossa
Quickest Jaguar	Peter Davey	1:49.31	Jaguar XJS
Quickest Japanese	David Snowman	1:33.51	Nissan 200 SX
Quickest Lotus	Parin Patel	1:37.13	Lotus Elise
Quickest Porsche	Rusty French	1:20.96	Porsche GT2
Under 2000 cc	Parin Patel	1:37.13	Lotus Elise
2000 cc to 3000 cc	Joe Vodopic	1:35.13	Ferrari Mondial
3001 cc to 5000 cc	Rusty French	1:20.96	Porsche GT2
Over 5000 cc	Scott Shearman	1:28.71	Ferrari Testarossa

The Warwick family made a big impact on the day. Tom driving the F355 put in a very respectable 1:33 and brother Max and family put on a show in what must have been the most heavily used car on the track by days end. Max Warwick brought along son Luke and daughter Georgia for a try in the family RSCS. Max though Luke's times would be in the 1:45's and Georgia in the 1:50's. Georgia put in a 1:33.55 and Luke a 1:27.76, which was not far behind Max's time of 1:24.47. Who said they were "slow"?

There were some other interesting times on the day. Scott Shearman in his newly acquired Ferrari Testarossa became the first Ferrari to lap Sandown at a Club day in under 1.30. Scott put in a 1:28.71. Congratulations Scott!

Bryan Mendelson was also trying hard in his Ferrari 300 GT 2+2, but retired hurt with a blown motor. This is a car that has done at least four hard Targa's for a gold plate and has been seen regularly at many track days in Victoria. Bryan said it has been seven years since anything has been done with the motor ... I guess everything catches up with us in the end!

It was also a good day for Maserati. We haven't seen any Maserati at a Club track day for some time. In attendance on this day were the 425 of Cris Johansen and two Ghiblis. The Ghiblis whilst sharing the same name were born some 25 years apart!

Maserati Club of Australia, Inc.		Times Summary			
Sandown		Sunday, October 5, 1997			
No Driver	Make & Model	Total Laps	Morning Session	Timed Session	
11	HARDY JOHN	Alpine Renault A110	20	1:40.27	1:38.13
20	MICHAEL ALAN	BMW M3	17	1:42.47	1:41.97
53	WATSON PETER	Commodore Grp A	7	1:35.17	1:35.81
23	DUFF DARYL	Datsun 240Z	15	1:44.29	1:44.00
40	ADAMS GREG	Ferrari 308GT4	14	1:36.19	1:36.43
2	KUDELKA MICHAEL	Ferrari 308GT4	21	1:37.48	1:36.38
1	HARRISON MALCOLM	Ferrari 328GTS	18	1:40.71	1:39.01
29	MENDELSON BRYAN	Ferrari 330GT2+2	5	1:35.21	dnr
56	PLACENTINO SALLI	Ferrari 348 ts	4	1:41.12	dnr
47	WARWICK TOM	Ferrari 355	17	1:33.43	1:33.52
36	STEPHEN CHRIS	Ferrari 412GT	10	1:38.81	1:37.42
37	STEPHEN DEE	Ferrari 412GT	6	2:11.94	2:06.85
55	VODOPIC JOSEPH	Ferrari Mondial	17	1:37.45	1:35.13
18	SHEARMAN SCOTT	Ferrari Testarossa	16	1:31.96	1:28.71
14	BURTON GARY	Jaquar MK11	8	1:45.54	dnr
5	DAVEY PETER	Jaquar XJS	8	1:53.12	1:49.31
12	EAMES PETER	Jaquar XJS	18	1:38.98	1:35.91
31	BRYSON JOHN	Jaquar E Type	11	1:37.00	dnr
42	SCHENZIELORZ LARA	Jaquar XJ12	8	2:10.25	2:01.60
3	SCHENZIELORZ HEINZ	Jaquar XJ12	10	2:00.84	dnr
32	BRYSON MATHEW	Lotus Elise	9	1:37.04	dnr
22	PATEL PARIN	Lotus Elise	18	1:37.03	1:37.13
48	BUTTERWORTH IVAN	Lotus Esprit S4s	21	1:36.44	1:37.64
19	RICCI KEL	Lotus Europa	17	1:45.62	1:44.60
21	PUNCH BOB	Maserati Ghibli GT Cup	8	1:40.51	1:36.03
54	GREGORY ANDREW	Maserati Ghibli GT Cup	6	1:39.36	1:39.12
16	JOHANSEN CRIS	Maserati 425 Biturbo	8	1:51.91	1:54.09
25	CICONTE NORM	Maserati Ghibli SS	1	1:58.34	dnr
17	WILLIAMS JIM	Mazda MX5	20	1:45.93	1:42.42
38	SAWYER ANDY	MG V8	8	1:45.35	1:40.99
39	CASFERTA PETER	MG V8	12	1:43.88	1:43.01
27	THORNE JEFF	MGB	14	1:45.04	1:43.43
43	DAILEY DAVID	Nissan 200SX	17	1:39.10	1:36.77
7	SNOWMAN DAVID	Nissan 200SX	19	1:31.66	1:33.51
24	WILSON BRIAN	Nissan GT-R	6	1:38.67	1:36.46
6	EDMONDS GUY	Opel Monza	22	1:28.43	1:27.56
49	TAVERNITI JUSTIN	Porsche 911 3.2	15	1:33.29	1:31.46
15	BOTTERILL SCOTT	Porsche 911 3.2	14	1:36.29	1:35.91
13	BARNES JOHN	Porsche 911 3.2	19	1:29.21	1:28.85
28	WESTPHAL SVEN	Porsche 911C4	15	1:25.71	dnr
26	MINICHELLO TONY	Porsche 928	10	1:51.13	1:47.54
33	DOWNARD MICHAEL	Porsche 928GT	29	1:32.50	1:30.64
4	HALL SELWYN	Porsche 911 3.2	20	1:32.13	1:30.87
34	PORRITT DAVID	Porsche 911 3.2	26	1:30.66	1:30.51
35	FREGON TED	Porsche 911 3.2 Turbo	23	1:32.26	1:32.55
46	WARWICK LUKE	Porsche 911 RSCS	19	1:27.76	1:27.76
45	WARWICK GEORGIA	Porsche 911 RSCS	18	1:34.55	1:33.55
44	WARWICK MAX	Porsche 911 RSCS	15	1:26.24	1:24.47
9	BAXTER LINLEY	Porsche 924 Turbo	9	1:46.78	dnr
52	RIZZO PHILLIP	Porsche 928 S4	25	1:40.92	1:41.76
8	BRANDI DEANO	Porsche 930 Turbo	15	1:32.40	1:34.37
41	POWER BRIAN	Porsche 993 RSCS	22	1:25.51	1:25.35
10	TAVERNITI BRUNO	Porsche Boxter	25	1:37.67	1:36.78
30	FROUDE SIMON	Porsche Carrera RS	23	1:23.75	1:22.64
51	FRENCH RUSTY	Porsche GT2	13	1:22.61	1:20.96

\*dnr = did not run

811

The first was Norm Cicone's recently acquired 1971 silver Maserati Ghibli SS (ex Stuart Anderson) and the other a 1996 Ghibli Cup Car recently acquired by Andrew Gregory. This car is red (not black as reported in the last issue) and is one of between 17 to 20 built by Maserati for Ghibli Cup racing in Europe between 1995 and 1996. It is one of two in Australia, the other (white) is currently being campaigned by Alfie Costanzo in the GT production series.

It was also good to see two Lotus Elise, both of which ran near identical times. Jaguars were also strongly represented. Other interesting cars were John Hardy's Alpine Renault A110 and Guy Edmonds Opel Monza, the latter recording a very fine 1:27.56.

The best times recorded by drivers on the day, firstly for the familiarisation session of the morning and then the timed laps sessions in the afternoon, are shown in the table opposite.

Many thanks to the officials who worked so hard in Documentation, Scrutineering, Credentials, Catering and as Pit Marshals and Flag Marshals on the day. Special thanks also to David Floyd of the Alfa Romeo Club who gave up his time to act as Deputy Clerk of Course.

Particular thanks of course go to Srecko Lorbek whose company LORBEK European cars again sponsored the event. Srecko's support for the day, turned a good track day into a great event. Many thanks Srecko and Lorbek European cars.

Importantly it was also a day free from incident and we look forward to seeing you all at the event next year. To mark the occasion on this special track day, all Drivers and Officials received a commemorative medallion to mark the occasion of the event.



## LORBEK resigns Maserati Dealership

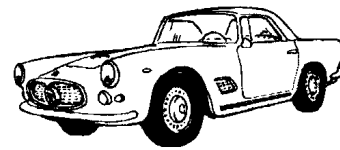
LORBEK European cars has resigned its Maserati dealership. The decision was made amicably with the Australian Concessionaire in the last month. Srecko Lorbek the Chief Executive of Lorbek European Cars said: "We put a great effort into our opportunity with Maserati and are disappointed that in the wider interests of our business expansion we have been forced to make this decision."

The decision is not unexpected in most quarters, though for some, the reasons may be a surprise. Lorbek's recent relinquishment of the Exoticar showroom opposite his main showroom on Heidelberg Road a month or so ago, sparked speculation that business was slow. "Well, that's certainly not the case!" he said.

Lorbek European Cars/Exoticars is currently undergoing major expansion in its business. The former Exoticar showroom has been sublet whilst a new stylish showroom and display site, which is more than three times larger than the existing sites is currently being built alongside on the adjoining allotment to cope with the company's significant expansion. The new site is due to open in November and marks a major milestone in the growth of the company.

In the past year of so, Lorbek has positioned his company as a major mover in the sale of Ferrari, Porsche, Jaguar, BMW, Mercedes Benz and other fine prestige cars. Whilst he is open in his admiration for the institution that Duttons has become, he sees Lorbek as moving along a similar but certainly not identical path. "Our business is not only about providing first class late model Porsches and Ferraris, but also about the fine range of late model saloon cars and other models from Jaguar, BMW and Mercedes Benz. We really do offer a wide variety of great marque cars."

Whilst the Club is saddened to be losing the only Maserati dealer in Melbourne, we are delighted by Srecko Lorbek's assurances that his company Lorbek European Cars/Exoticar will continue to play a role as a sponsor of the Club and its activities.



## Restoration News from Mario Lombardi

In this issue I have some help for Maserati Merak owners. Having done numerous jobs from a simple service to complete restorations on a variety of Meraks, here are a few tips which will help you identify your engine capacity and year of manufacture.

Engine Identification		
#200.000 -----	Early 1972	2.7 litre
#250.000 -----	Late 1972	2.7 litre
#400.000 -----	Early 1973	3.0 litre
#450.000 -----	Late 1973	3.0 litre
#500.000 -----	1975	
#600.000 -----	1976	Big combustion chambers

- 1974 & earlier has 5 cam cover nuts
- 1975 & later has 6 cam cover nuts
- 1974-5 uses 42 DCNF Webers
- 1977 & later uses 44 DCNF Webers

Merak Camshaft markings	
2.7 litre cams are etched with the following markings	_____ Exhaust
	∨ Intake
3.0 litre cams have the following marks	_____ Exhaust
	○ Intake

I hope this information will help Merak owners with the problem of Identification. At present I have a rebuilt, complete 3.0 litre Merak engine. Complete meaning it includes air box, carburettors, inlet manifold, starter motor, flywheel, extractors, and distributor. I also have gearbox, clutch and engine mounts.

Anyone interested in purchasing these, please give me a call on (03) 9521 8677 during business hours or on 0412 377 224 at other times.

## The Internet Site: It's go!

[www.maserati.org.au](http://www.maserati.org.au)

For those of you who have been following the Club's saga in registering its Internet site you will be pleased to know that the domain name is now registered and site construction has begun.

The delay in the registration of our site name was not related to the usage of the name, but rather the use of an "org" rather than a "com" descriptor of the site. As the Club is a non-profit organisation, registration occurs apparently at a markedly slower pace than for a commercial organisation.

In any event, the author of the site (that's me!) has begun the process of learning how to put the site together. The site will develop over the next few weeks as material starts to come together.

But right now thanks are due to **Lorbek European Cars** (Srecko Lorbek) and **SuperAutoImports** (Mario Lombardi) for their sponsorship of the site and enabling us to bring you news from the Club via your home or office computer.

### How do you get on the web?

If you do not currently have access to the Internet, but have a home computer (486DX100 or better is recommended) and a modem, then all you need is a service supplier. Our Internet Service Provider (ISP) is Netwide Internet Services and they are offering a

discounted access to the Internet through one of two of their Internet access services:

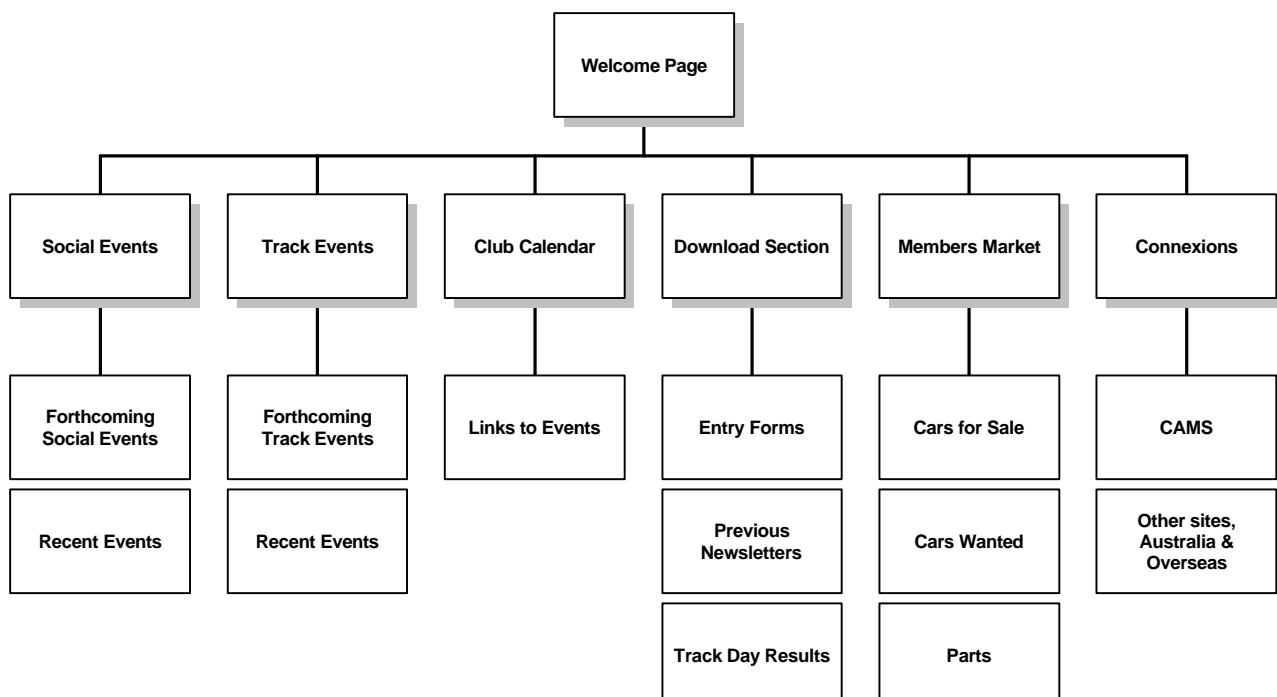
- **Netwide:** This service is primarily oriented to business users and offers the highest download speeds;
- **Darkstar:** This service is directed at the home-user and is a great starting point for beginning your journey on the net. It is cheaper than Netwide and from my experience busy signals are rarely encountered. If you are not satisfied with some aspect of the Darkstar service you can utilize any unused service fees on a Netwide account.

If you would like further information about either of these sites, call Karl Sabljak on (03) 9841 0501 and mention the Club ... you will find it is cheaper than you think!

### What will be on the Club's Web Page?

Initially the web page will be pretty functional. The objective is to give you information you can use and somewhere where you may care to post announcements or news. For example many members contact the Club with a view to selling their car. The Club will offer a service to put the details of the car, including a colour photograph on the site for a period of time, for a nominal fee.

At this stage we are working toward the development of a site with the structure shown below. All suggestions as to the content of the site are most welcome.



## **We went Racing! (Continued from page 4)**

It's easy to underestimate the importance of the team officials and support. But a six hour endurance race run in the form of a relay, like the MSCA Six Hour, requires a total team effort.

Firstly, you need a team of people concerned with monitoring on-track performance. Keeping a record of how long the driver has been on the track. Keeping a record of lap times. Operating the Lap Board to show the driver his lap times to keep reminding him of where he is in relation to his nominated or minimum lap time. Then there's the business of calling the driver in for a driver change. Calculating what will be his fifth last lap in his session. Then counting him down progressively, by 15 minute intervals until he is shown first the five lap board, then 4 lap board, the 3, 2, 1 and finally the IN Lap board. Simultaneously communicating all of this by two-way radio to the dummy grid so that the change driver could keep in touch with the countdown. Letting him know how many laps till the change over. Keeping everything in a ready to go state just in case something goes wrong and we have to change our strategy and race plan.

Then finally the sash change.

For this race, a small velcro strip (one inch by six inches) had been fixed on the right side of each car prior to the qualifying and practice sessions on Saturday. Another velcro strip, was issued by the Race Officials to affix to the first car in our team to enter the track each day. This strip which bore the Club's race number, was to be affixed to the team car before it entered the track and removed when it came in. There was only one strip. Each time a team car returned from the track it was taken from the holder of the incoming car, by a race official and handed to one of our dummy grid team. Following a quick 10 to 15 metre sprint, with the velcro strip in hand, we affixed it to the outgoing car under the watchful eye of a Race Official.

This was a relay race. But it wasn't the familiar one with the alloy baton of boyhood athletic relay races, but a small almost insignificant white velcro strip instead. No car could go on the track without it. And there was only one per team. In case of breakdown on the track our officials at the dummy grid would have to negotiate a replacement, before our replacement vehicle could get out on the track.

When we had affixed this little white strip to the outgoing car, our outgoing Driver was then signalled to proceed to the track entry by a hovering race official.

With a final signal from the Pit Marshall at track entry, our outgoing car entered the track, amid the smoke of tyres and the smell of burnt rubber. And so

it goes. Our car/driver change is complete. We are back in the race. Everyone has a part to play. Each part of importance in the final outcome.

**But back to the story. By Wednesday everything looked good. Too good! The first problem emerged.**

Gary Fitzgerald, who lives in Sydney, had a problem during testing at Oran Park. A seemingly simple problem. A cracked fuel tank. The problem was fixing it and pressure testing it, in time to make it down to Winton. The repair prospect in the time available looked bleak. The replacement situation was even worse. He would keep at it and let me know the situation on Thursday.

Then the second problem. Steve Phillips had been having a Motec system fitted to his already quick Nissan 200SX as part of its development program for Targa Tasmania, 1998. No problem with installation. He had some of the best help around. It was at Calder the problem surfaced. The car was being run for the first time with the Motec system. Everything was going great. But then something went wrong. The motor suffered a meltdown. Ever optimistic, Steve thought there might be a chance. By Thursday however following a late night in the workshop it was clear a major engine rebuild was required. Steve was out of "The Great Race at Winton".

Things didn't get any better. Gary phoned in from Sydney. He was out. The fuel tank, couldn't be fixed in time. There was no replacement tank available.

**First there were six. Then Five. Now four.**

I didn't have the heart to tell the guys on Thursday night. Three were on their way to Winton for Unofficial practice on Friday morning. Ojars was going up on Friday night, he was flat out just getting everything organised to be there! I'd tell them on Saturday, I thought.

I left Melbourne behind me about 4.30 pm on Friday night. It was overcast and raining when I left. It was good to leave it behind and head for the sunshine that was beckoning further north at Winton.

Sitting at the Bar of the Tatong Tavern about 30 kms east of Benalla, splendid in its isolation, in pristine dairy country, I was listening to the local dairy farmers who had assembled for the Bonlac regional awards. They were giving out prizes for the best quality milkers in the region. Apparently the Tatong region produces the closest product to sterile milk in the country. This is understandable. In case you haven't been to Tatong it consists of a beautiful old style hotel

located in the middle of rich grazing land. Passing cars appear to be a rarity and there are no other visible buildings, just this beautiful old hotel 30 kms from Benalla, in the middle of nowhere.

Quietly sipping my beer, a familiar face popped up on the other side of the bar. It was an omen. It was George Cairns. George is a well known Porsche expert and is usually present at most events where Porsche owners are having a serious go. He was up for the race, but was looking after the PIARC/Porsche Club team of Torana's, a Cobra and a Nissan GT-R, but no Porsche's. With three Porsche's and a Lotus in our team, it was good to know there was some real expertise around, just in case anything (else) went wrong.

Qualifying/Practice finally came on Saturday. The guys took it really well. We were down to four cars. That meant an hour and a half each on the track. Could we last an hour and a half each? That would be optimum as it would mean only three changes and not seven. That would give us about 12 extra minutes to complete laps rather than driver changes.

Qualifying/Practice was to be run in three sessions. There was about four and a half hours of track time. Only one car from each Club could be on the track at any one time. Each car had to have the Club sash affixed when it was on the track. That was OK, Steve Chiodo went out first. Steve was quickly on to the pace he had achieved at his unofficial practice on the Friday. But he had barely got started, when he copped a black flag. This wasn't a good start! The problem turned out to be minor. An official had omitted to get his signature before leaving the dummy grid. It was a good lesson for us in the correct dummy grid procedure, henceforth we made sure the officials signed our guys IN and OUT. It also gave us a bit of experience at how to handle a black flag situation and still keep the team moving. Steve got his qualifying laps in and we put Ojars on the track.

Ojars was quickly on the pace. Without trying too hard he was the first car on the track to be running in the 1:42's. Then he stopped. Then he was parked off the track. We quickly went through the substitute sash procedure (another learning experience for us and the officials) and we quickly got Mark McNamara out on the track. Things didn't look good for Ojars. Time went by and Ojars' car was recovered from the circuit. Nothing was happening!

With the cooperation of Race Officials, we put a call out over the PA to George Cairns. Pretty quickly it became obvious we were down to three cars. The cam belt on Ojars Porsche had let go and the end result was four bent valves. It was terminal. And it was only 11.00 am on Saturday morning!

**... and then there were only THREE.**

Steve Chiodo, Michael Downard and Mark McNamara responded brilliantly. They knew they would be on the track for a two hour period. Steve couldn't run for two hours and we had doubts whether Michael or Mark could make two hours solid track time. Our fuel tanks, just weren't big enough. Besides, there was also the issue of fatigue, both on drivers and cars. So we opted for two, one hour sessions, per driver. Ojars was terrific. He volunteered his support to help not only for the rest of the day, but for race day as well. It was a class act on top of a lot of disappointment for him and the team.

Sunday morning arrived. It was Race Day. Steve moved his Lotus Elise from the dummy grid onto the starting grid on the track. There were two warm up laps behind the Pace Car and we were ready to get underway. The lights changed to green and the field was away. Steve Chiodo became the first person we believe to run a Lotus Elise in a competitive race circuit event. It was hard on the heels of another first (with Navigator Mary Blecher) to run an Elise in the FIA Targa Tasmania. Steve's many years experience in motor bike racing came to the fore as he took good track position and the race got underway. Steve put in an excellent opening hour, running consistently low 1:44's and high 1:43's against his nominated time of 1:43:00. One lap of 1:43.06 though got a bit close though.

With Steve on the track, we needed to move the second car up to the dummy grid. Mark McNamara fresh from Bathurst the week before and with a season of Porsche Cup behind him had been meticulous in his preparation and presentation all week. But, suddenly there was something wrong! There was no Mark!

Mike Williamson, (who had been assisting our drivers in race preparation), when running his tyre pressure check earlier in the morning on Mark's car, found the pressure was off. Another check before Steve left the garage for the dummy grid had shown another loss of pressure. With Steve on the track by this time, it was then discovered that a tyre valve seat had let go. This meant a tyre change and Hoosiers at the front and D98's at the rear. With some smart pit work, Mike got the car and Mark up to the dummy grid, 20 minutes prior to change over, and everything was back on track again.

The driver change-over went smoothly and Mark went out to drive a controlled session with his minimum time of 1:40:00 firmly in mind. No dramas. No problems.

It was time for Michael Downard to get onto the track. Mark's one hour had gone smoothly. Michael's session

was to be his first in a competitive event. His next will be as a first time Porsche Cup driver at the last Porsche Cup race this season at Amaroo Park in November. Mark got his "IN Lap Board" and came in. The sash was changed. Michael made his entrance into motor racing. It was fiery debut.

Michael's entry onto the track put him into a bunch of cars. We had nominated a time of 1:44.00 for Michael. He was quickly onto pace around 1:46.00. But with a bit of competitive spirit and a few cars jostling for position he got the pace up to 1:44+ a few hundredths of a second ahead of his nominated time and ahead of the pack. It proved to be a fiercely contested track position. Michael kept his head and drove solidly to keep above his nominated time.

The race continued. There were no more dramas. The guys on the track did their business coolly and professionally. They were given terrific support by our team of club officials.

Then, there we were. The crowning moment. Michael Downard taking the chequered flag. TEAM MASERATI, the provisional winners of "The Great Race at Winton". What a fairy tale finish.

Driving toward Melbourne in the fading light, it was good to reflect upon the success of the team. It was one hell of a performance all round.

But nothing lasts forever. Driving through the suburbs I got a call on the mobile phone. It was Michael. The officials had announced the final results after penalties for the last hour were taken into account. The result: Maserati 3<sup>rd</sup> Outright and 7<sup>th</sup> on Handicap. We had incurred some lap penalties in the height of battle. A few misjudgements of less than a second ... less than one half of one percent of the nominated time! But what a race! What a result! What a team effort! Congratulations to everyone for a terrific performance. We'll be back next year.

*Congratulations to the outright winners Marino's flock with 206 laps, second placegetters, the Austin Healey Sprite Drivers Club "Roofless Racing" with 204 laps and of course our guys TEAM MASERATI with 202 laps, just ahead of the Sportscar Owners Club of Victoria "Redback Racing" also 202 laps. Special thanks to David Floyd (Event Secretary), Alistar Grigg (Clerk of Course) and the large team of race officials that made it such a special day.*

**News just in: "Team Maserati wins Outstanding Performance, Cars Post 1970" ... Congratulations guys. Well done!**

## Sir Jack Brabham Park Where's that?

A new motorsport complex is planned for Melbourne. Well not quite in Melbourne, but in Bacchus Marsh.

The Sir Jack Brabham Park development will be sited on 300 acres and will comprise a range of facilities, the chief of which will be a 5.8 km Grand Prix standard circuit. The track is to be designed so that it can be broken into four different configurations, with the smallest being a track of 1.4 km. Situated just 30 minutes from the Melbourne CBD by fzeeway, the site is located in a rain shadow and receives an annual average rainfall of only 12.5".

A feature of the venue is The Crater. With 3.6 km of the 5.8 km track located in an ancient volcanic crater it is estimated that 60,000 spectators wilml be able to see all of the track. The venue is being developed to meet the needs of potential users, particularly clubs. Permanent garages, clubrooms, a skid pan, a 1/4 mile speedway and other facilities are being developed for hire.



## LORBEK Donates Maserati Banners to Club

Every club needs to have some banners or similar to display at its events. Well in future there will be no excuse for the Maserati club not to be flying its own banners and erecting identification signs. Our visibility has just markedly improved. The retiring Maserati dealer (see earlier) Srecko Lorbek has accumulated a significant investment in a range of Maserati banners. With the relinquishment of the Maserati dealership he has very kindly donated these banners to the Club for use at track and social days.

Thank you Srecko!



## Classic Adelaide November 6 -9, 1997

It's funny how rumours start. One that was going around was that this event had been cancelled. As at least three club members I am aware of are in the event, I felt it was worth checking out. Where there's smoke there's sometimes fire.

Speaking with Jeremy Browne who is Clerk of Course for the event on Grand Final Morning (what a time to speak to someone from Adelaide) he indicated that it was the first he had heard of it. Thinking about it he commented that perhaps some people had confused the Classic Adelaide with the Rally of Adelaide, which is a conventional forest rally which had been scheduled for October 4-6, but which had been cancelled due to a conflict of dates with other rally events.

Classic Adelaide however is charging along very nicely thank you. It appears that a full field of 120 competitors for the four days of all-bitumen Special Stages on the fantastic roads near Adelaide is going to be a major success. Catering for Historic Sports and Rally Cars the event will have some interesting vehicles competing, including:

- A Mercedes Benz 300SL Gullwing Pan-American which is being brought to Australia from the Mercedes museum to compete in the event. The car won the 1952 Carrera Panamericana de Mexico road race and at Le Mans in the same year. The race car, complete with the gullwing doors, was the forerunner of the 300SL Gullwing sports car which was launched at the New York International Motor Show in 1954
- The 1955 Le Mans winning D type Jaguar which was driven by Mike Hawthorn.

The Maserati Club will be well represented with

- **John Hardy's** Alpine Renault 1967 A110 1600S Grp 4 which had an active competition life in France in the 60's and 70's
- **Chris Stephen's** much travelled and well performed 1964 Iso Rivolta IR300 GT which has produced exceptional performances in events like Targa and the Lactos rally as well as on the circuit at Historic race meetings.

- **John Fitzpatrick** in his 1936 Delage D6/70 which has competed actively in Targa and the Lactos Rally and is the sister car to the car which won its class at Le Mans and which won the 1938 Tourist Trophy at Donington outright.


We wish you all well, including those Club members, who I have probably omitted.



## AFR Calder Track Day Sunday, November 23, 1997

This a reminder that the Australian Ferrari Register is holding a Track Day on Sunday, November 23 at Calder. Members of the Maserati Club of Australia, Inc. are invited to this event. To participate you will need to complete an Entry Form (contact Geoff Petherbridge on (03) 5974 1308 (AH)) and present your Maserati Club membership card and CAMS Basic Licence or superior on the day.

Emphasis on the day will be given to driver training with the period from 9.00 am to 12 noon allocated. During this period drivers may take other entrants as passengers or instructors. The afternoon session will comprise a practice period followed by timed laps. In summary, the details of the day are as follows:

<b>Winton Track Day</b>	
	
<b>Date:</b>	Sunday, November 23
<b>Location:</b>	Calder Park
<b>Scrutineering:</b>	Opens at 8.00 am
<b>Driver Briefing:</b>	9.00 am
<b>Requirements:</b>	Club membership card and CAMS Basic Licence or superior
<b>Cost:</b>	<b>\$100</b>
<b>Further Information:</b>	Enquiries should be directed to Geoff Petherbridge on (03) 5974 1308.



## Phillip Island Sprints PIARC

November 22 & 23, 1997

The next round in the PIARC sprints is to be held on Sunday, November 23, 1997 at Phillip Island. This is a full noise event and 95 dba is permitted.

As is usual, the event is scheduled over two days:

Saturday, is a circuit familiarisation driver training day and instruction is available if required. To participate in this day, you will need to join PIARC if you are not a member (Cost is \$30) and pay the entry fee for the day. (Cost \$60).

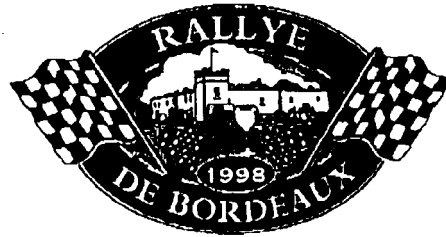
Sunday, is the sprint day. The event consists of a number of multi-start (Super Sprint) events of one standing lap and three individually timed laps. You typically get four to five runs. Club members need to produce their Membership cards and licences. Cost is \$60.00 (late entries \$70.00)



## Alfa Romeo Spettacolo Melbourne High School South Yarra Sunday, November 30, 1997

As we noted in the last issue the Alfa Romeo Owners Club of Australia has extended an invitation to members of the Club to exhibit a Maserati or Italian marque by joining them in the celebration of two special 75<sup>th</sup> anniversaries of importance to Alfa Romeo and Italian marque cars. The Alfa Romeo Spettacolo will be held on the grounds of Melbourne Boys High School in South Yarra on Sunday, November 30, 1997

Unfortunately this date now conflicts with the Concours of Great Marques scheduled by the Maserati Club of Australia, Inc. for the Carousel at Albert Park on Sunday, November 30, 1997. We apologize for any inconvenience created.



## 1998 Rallye de Bordeaux

"Gastronomical Motoring Event of the Year"  
January 22-25, 1998

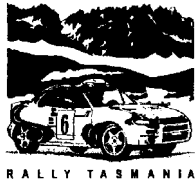
Ian Swan of the HRA has advised that entries are open for the 3<sup>rd</sup> Annual Gastronomical Motoring Event otherwise known as the 1998 Rallye de Bordeaux. Following a review of the good and not so good points of previous years, every endeavour has been made to ensure that the 1998 event will be the "piece de resistance".

The 1998 event will start on the Thursday night (January 22) at a five star resort in historic Bendigo with the traditional "welcome" cocktail party. For the next three days you will travel on bitumen roads through Victoria's countryside stopping at some of the finest wineries on offer and finish at a secret location one hour out of Melbourne where an extravagant Presentation Luncheon will be held to finish the event. By retaining this format again for 1998, interstate crews have the opportunity of a full day to travel home on the Monday or the chance to stay a bit longer at the finish.

The same format for intelligent navigation, driving skill tests, closed road sections and the very popular evening dinner parties will also be retained from previous years. As Ian Swan said, "The format is set and the planning is underway, so lets get your nominations in and secure your place in the great start to 1998's motoring year."

The event, as previously, is limited to only 60 pre-December 1975 cars. The event has been called a "boutique" event, which is perhaps one of its charms, with a small field where there is no waiting your turn in driving tests and everyone gets to know everyone else by their first names. It is a popular event and according to Ian, "We have an unprecedented number of enquiries and have already received a number of nominations from past competitors. By the way, all fully paid up competitors receive one dozen Rallye de Bordeaux Classic Shiraz". Now that's an incentive!

As noted above entry is restricted to the first 60 received. The Entry Fee is \$840 which covers two people. A special accommodation package has been negotiated at \$340 per double which includes a continental breakfast (a cooked breakfast is available for a further \$10/night/person). Entries close at 5.00 pm on January 12, 1998. A Nomination Form is enclosed, for more information call Ian Swan on (03) 9723 4478 (AH) or 0412 352 146 at other times.



## Change of Date!

### Computerland Rally Tasmania Lactos Heritage Rally February 13 -15, 1998

As CAMS have scheduled Round One of the Australian Rally Championship "Super Series" to be run at Coffs Harbour on February 21 and 22, 1998, a date change has been forced on the increasingly popular Computerland (new naming rights sponsor) Rally Tasmania and the Lactos Heritage Rally. These two events, which run concurrently will now be conducted a week earlier than originally planned.

The good news for those planning to do the Duttons Grand Prix Rally is that there are now two weeks between these Rallies. If you're doing both, you probably will need a rest anyway!

The field for these two events is now taking shape. In fact it would appear that there are currently more entries at this point in time than there were when the event was conducted in 1996.

A number of changes have been implemented for the Lactos Heritage Rally, which was won by Chris and Dee Stephen last year. The most obvious change is the acceptance of pre-1976 standard Production Sports/GT cars, which have been defined as "*an unmodified recognised production sporting variant with two or three doors built prior to December 31, 1975*". Vehicle categories have also changed in the Lactos event with Historic being up to 1950, Early Classic from 1951 to end 1962, Classic from 1963 to end 1970 and Post Classic from 1971 to end 1975.

Although planning the course for 1998 is still ongoing, P&O Resorts the owners of the magnificent Cradle Mountain Lodge have agreed to support the staging of

two closed road special stages on the Cradle Mountain Road, which abuts Tasmania's superb World Heritage area.

In terms of getting there an option is available through a discounted "group" booking on the Spirit of Tasmania, if you want to go across with your own car. The normal Brambles shipping arrangement still applies.

Entries open on November 4 (unless you were an early bird) and the balance of all entry fees is due on January 23, 1998. Costs if you are entering for the first time are \$600. For further information, contact Tony Wright of Rally Tasmania Promotions on (03) 6435 7348 or 015 871 721. If you decide to go, you will see a lot of familiar faces

## Targa the Video!

On Monday, August 11, 1997 Winning Post Productions released the official 1997 Targa Tasmania video. The years video takes the viewer on a 2000 kilometer run around the beautiful state of Tasmania with some of the world's finest cars.

First and second overall in the event this year were the 4WD 911 Turbo Porsches of Jim Richards/Barry Oliver and Ray Lintott/Fred Gocentas with Mark Parsons and Ojars Balodis storming home third in a 20 year old Triumph TR7 V8. Mark Parsons and Ojars Balodis also won outright on handicap.

Targa is an event that is well supported by members of this Club and this years video, for the first time ever, shows every one of the 183 cars in the event. It also includes some exciting in-car footage from half a dozen of them as well. Also for the first time, there is footage of all the 39 Targa stages used in this years event.

The video is narrated by overall winning navigator, Barry Oliver. The 85 minute video is by far the most complete coverage of the event to date. Targa Tasmania 1997 is available from specialist motoring bookshops nationwide or from Motor Videos, GPO Box 1100, Hobart Tas 7001. Phone (03) 6231 1863 or Fax: (03) 6224 1363.

**If you would like further information call  
Winston Henry of Winning Post Productions on  
0419 571 383**



## Entries are Open!

### 1998 Dutton Grand Prix Rally

February 27 to March 4, 1998

Entries for the 11<sup>th</sup> Grand Prix Rally opened in September. The 1998 event will again be titled the Dutton Grand Prix Rally and is the 8<sup>th</sup> consecutive year that Jeff Dutton and his team have got behind the Rally as the naming rights sponsor.

The Rally is regarded by many as Australia's premier road event for Classic, Collectable and sporting cars of all ages. It is an official event of the 1998 Qantas Australian Grand Prix.

In 1998, as in prior years since the AGP moved to Albert Park, the Rally will be conducted on a "Monte Carlo" format. There will be three starting points - Sydney, Melbourne and Adelaide. The three fields come together at Albury following a series of navigation exercises. The combined field then proceeds to the finish in Melbourne via a series of performance events, which include:

- Winton laps
- Geelong Sprints
- Flying 1/8 mile
- DECA events
- Hill Climb
- Circuit Sprint
- Wangaratta Sprint
- You Yangs Dash
- Wet skid pan circuit
- Acceleration Braking Test
- Motorkhana
- Mangalore Long Test

and other performance events.

The Rally will conclude in Melbourne on the Wednesday preceding the 1998 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 program, Rally cars will be invited to lap the Albert Park Grand Prix circuit (a rare opportunity!) while the Rally winners are presented with their awards on the pit lane presentation podium. For 1998 an enlarged social program is already in place, with the highlight being the traditional Presentation Dinner.

For 1998 the Entry Fee remains unchanged at \$2,500. Included in this fee are tickets for the presentation dinner (2), two season general admission tickets to the 1998 Qantas Australian GP, Official Rally shirts (2) and caps (2) plus many more items. Also available at additional cost are tickets to the Fangio Stand on Pit Straight.

The Fangio Stand tickets are available to "friends of the Rally - past, present or future participants". These seats are among the best available and at a cost of \$370 are excellent value. An application form for these seats is included.

If you are thinking about participating in the 1998 Dutton Grand Prix Rally, then you should do so now. To find out more give **John Blanden** or one of his colleagues a call at the Dutton Grand Prix Rally office on (08) 8374 0444 or send him a fax on (08) 8276 4530. The GP Rally also has a site on the web, visit them on **www.gprally.com.au**.



## Some news from Targa News

### Targa Tasmania

April 28 - May 3, 1998

Like many of you out there I got my copy of Targa News recently. They seem to have been awfully busy down there on the Apple Isle. Here are a few excerpts.

- **Robin Wheeler** the Commercial Manager of the 1997 Event joined the Board of Targa Australia Pty Ltd on July 1, and has become Managing Director of Targa Tasmania. John Large continues as Chairman and Ronda Mathews as a Director.

**Several course changes** were announced on August 8.

**Day 1** has a new 5km stage on the Nook Road between Devonport and Sheffield, Deloraine will be shorter and the 1993 version of the Sheffield stage will be reinstated.

**Day 2** will have a 3km additional stage at South Runnymede

**Day 3** will have an additional stage involving a loop from Howden to Blackman's Bay and Oyster Cove will start from the Nicholls Rivulet end as in 1997

**Day 4** will remain unchanged, a new stage was added last year

**Day 5** similar, but Rosebery will return to 1996 length, and 2km will be taken off Arrowsmith at the start.

- **Safety Regulations** have been amended under the FIA Draft General Prescription for International Targa Rallies. In general terms this means some relaxation of the previously stiff FIA rules for Safety Helmets and for rollover protection and safety belts (main impact is on Category 4)
- A range of **positive changes** concerning speed reduction for Group 2 Vehicles and modification levels for Group 1 Vehicles
- **Shannons** has become the major sponsor of the Historic Competition
- A **Millennium Trophy** (in the year 2000) if you qualify for a Targa Trophy in 98, 99 and 2000. The 2000 event will be run over six days.

*The most important news however was the announcement of the decision to write a completely new results computer system for 1998.*

As discussed in the April issue of this Notebook, Targa is a brilliantly conceived and implemented event. It however has been consistently let down by an inability to provide results to competitors at days end.

The real good news is that Garry Searl of Just Imagine Software has been appointed to do the rewrite. Garry is well known in motorsport circles having written results systems for numerous Australian and State Rally Championship Events including the 1995 Round Australia trial and the Rally of Canberra. Work is underway and a full systems test will take place before Xmas. Let's hope the "new kid on the block can kick ...", the event deserves it!

## Bits 'N Pieces

- All seems to be quiet on the **Three Peaks Rallye** front this year. The event which is scheduled to run over Melbourne Cup weekend was sold out earlier in the year. As I am not running in the event this year, I would be most interested in getting some feedback for the Notebook from one of members of this Club who has entered the event. Are you listening **Geoff Taylor**?
- We haven't seen much of **Graeme Hitchell** this year. At about this time last year Graeme was looking at a race prepared Escort as an alternative

to his Porsche RSCS. The idea was to look at getting it in road registerable condition so it could not only be used for track work, but also be competitive for tarmac rallies such as Targa Tasmania. The car was originally a native of Queensland and I understand it has now moved South ... presumably to the Hitchell garage. What's happening Graeme?

- Events over the first two weeks of October have seen some great car racing action. A couple of club members were right in the thick of things it seems. **D'Arcy Russell** who has been having a great year in B Class in the Porsche Cup got hit by the proverbial New Zealand freight train in Conrod Straight, when a suspiciously fast (faster than D'Arcy) B class Porsche went screaming by. D'Arcy wasn't too happy about it all when I last spoke to him! It could be the freight train was running on steroids.
- **Ed Aitken** has had a terrific year. His performance in the 3 hour GT production race at Bathurst was a ripper! Well done Ed.
- **Michael Downard** who was a member of TEAM MASERATI at the MSCA Six Hour at Winton got plenty of experience for his debut in the Porsche Cup race at Amaroo in November. Michael is a very competitive fellow and made sure he maintained his racing line in very difficult circumstances. He was seen to discuss the finer points of his manoeuvres with some racing officials after one of his sessions. The conversation was apparently prompted by an excited team manager who felt one of his charges had been too sporting and that any opportunity to win a point should not be overlooked. it was a good experience builder
- With crowds of 55,000 and only 19 of 44 entrants finishing the supercar event at **Bathurst**, it would be difficult to imagine Bathurst next year involving both the Supertourers and the V8 Super cars as some have suggested. For those who went or watched it on television, it was certainly a great spectacle. "Crash and burn" seems to be something that makes the turnstiles spin and switches the TV sets on. For those with shallow pockets it was also something to grimace about. Motorsport certainly can be expensive!



## The History of the Six Hour Relay

The conduct of the Six Hour Relay held on October 18 and 19 at Winton Motor Raceway marks the re-establishment of this event after an absence of two years. It is a unique event, because it calls for a team approach. You may well say, "What's new?"

Motorsport of course requires great teamwork. No driver who is racing toward the chequered flag gets there by himself. It is always the result of the considerable work and effort of his team. His support team. In nearly all forms of motor racing it is usually one driver vs the rest, including the other drivers in his team. There are some interesting exceptions (eg Irvine and Schumacher) of course, but the principle generally holds true.

That's what makes the Six Hour Relay Race such an interesting event. In this event, no driver is competing against a team mate, simply because it is a relay, with only one member of the team on the track at one time. The performance of the team depends on the performance of every driver in the team and of course on the quality of the team management and support. It is an ideal concept for Club motorsport.

The Official Program of the Six Hour Relay Race promoted and organised by the Marque Sports Car Association (MSCA) contains an interesting history of this event, which I thought would be of interest to all members, so I have reproduced it below.

*"The idea of a 6 Hour Relay Race belongs to long time Austin 7 devotee John Whitehouse who saw this type of event in England and brought the concept back to Australia. The first 6 Hour was organised by the Austin 7 Club and held at Fishermens Bend.*

*In 1962 the race moved to the Calder Circuit and stayed at the popular one mile circuit until 1966. The 1964 race held a total of 17 entries and included the Triumph Owners Association, The Gippsland Car Club, The Victorian Amateurs Drivers Club with 3 teams, The Australian Motor Sports Club (which listed*

*AROCA member Rod Stephens among its lineup), the Victorian Sporting Car Club, The Austin 7 Club with two teams, MG Car Club with 3 teams, Car Club RMIT with 3 entries and the MG Car Club of SA.*

*1967 saw yet another move, this time to Winton, with the Austin 7 Club still in the organising seat. The 1968 race, which attracted 25 teams, was also televised by Channel 0 (now 10). It also rained for all but 30 minutes of the race time too!*

*A look at the 1970 race program saw 25 teams listed with the race once again attracting a huge variety of cars ranging from TR 3's and 4's, Sprites, MG's of varying shapes and models, Morgans, a variety of specials, to Bolwells, Austin 7, Ford Escorts, Lotus Elan, Morris Cooper, Peugeot, Vanguard, VW, Fiat, Honda, Spitfire, Holden, Toyota Corolla, Elfin, Citroen, Ballot Oldsmobile, Riley Brooklands, Datsun and an Alfa Romeo driven by one John Jones who was a member of the Benalla Auto Club Team which had Mick Ronke as Team Manager (Mick is now managing Winton Raceway).*

*By the way, the outright track record at Winton back in those days was held by Neil Allen in the awesome Elfin Traco Chev sports car at 1 minute 5.2 seconds. Norm Beechey held the touring car record of 1 minute 15.9 seconds which he set in his Chev Nova back in March 1967. Peter Brock held the sports sedan record of 1 minute 14.2 seconds which he set in his Holden 179 powered Austin A30 a year earlier.*

*The 1971 race attracted 25 teams for the 10.30 am start and by the end of the day the CC RMIT Team No. 1 greeted the chequered flag as winner with 264 laps completed, finishing one lap ahead of the Ford Four Club's No. 2 Team with the Bolwell Car Club Team a further 2 laps back.*

*For 1972 a full field of 25 teams lined up with the usual array of car clubs which seems to be the norm for the 6 hour. The smallest capacity car was the Whitmor 750 and the largest a 100/6 Austin Healey. In quite a contrast to the 6 Hour Races of more recent times the Porsche Club of NSW started the day on a handicap of 13 laps with their line up of 356A coupes and one 356B cabriolet. The Vintage Sports Car Club took the lead early in the race and were able to fend off all challenges to finish ahead of the Sprite Car Club's No. 1 and No. 2 Teams.*

*In 1973 the Triumph Sports Owners Association had taken over the mantle as event organisers and the race returned to Calder with 22 teams lining up. Of the 22, six comprised one make cars. As was the long standing practice of years gone by the field had an array of cars ranging from open wheelers to racing cars to street cars, sports sedans and rally cross cars. Light car Club identity and Sandown racetrack Clerk of Course,*

Ken Nancarrow was Clerk of Course for the event. The Jaguar Team moved into the lead as the race headed into its final hour, holding a 4 lap lead over the Austin Healey Owners Team No.1 entry. One hour later as the race drew to a close the Jaguars still led the way with the Scotttune Team in 2<sup>nd</sup> place and four teams shared third place.

The Torana Club took the honours in 1974 with the Austin Healey Sprite Drivers Club and the Huntingdale Auto Club filling the minor placings.

The race continued to run successfully through the eighties with the Sportscar Owners Club of Victoria winning the 84, 85 and 86 events to make a hatrick that still has not been beaten. The next year saw more teams competing and the event became very competitive.

The last 6 Hour was run by the AROCA in 1994 and due to a downturn in the economy saw the event cancelled in 1995 and 1996. But with the enthusiasm and support of the Marque Sports Car Association we have been able to return this great event to the 1997 calendar."

Judging by the success of the event at the week end, I am sure the meeting if properly promoted to interested clubs will remain on the calendar and prosper for many years to come. It provides a unique way for Clubs and interested members to gain an introduction to competitive motor sport.

## "Soggy Seats at Aurthurs Seat" Arthurs Seat Hill Climb September 7, 1997

Mike Byrne reported in the October 7, 1997 issue of *Lotus Notes* that this year's Aurthurs Seat Hill Climb held on September 7, was "a drive on the wild side" for entrants. The superb weather on the day before the event was not repeated and it "rained,, rained and rained" on the Sunday of the event.

As one of those competing in the event Mike said that it was a daunting experience "*peddling up the 1.9 km road ... and ... keeping the car straight was almost impossible as was trying to tell whether the brakes were locked up or the car had just lost traction generally*".

Mike reports that the prospect of breaking records was unlikely "*although D;Arcy Russell in his all singing and dancing Porsche did a 1 minutes 33 seconds run - not bad*"

## The Club Calendar Use it to your advantage!

In order to try and provide "*something for everyone*" over the course of the year the Club endeavours to maintain a balanced program of events. The events organised and run by the Club and events of interest run by other clubs and organisations are contained in the Club **Calendar of Events**, which is updated regularly and issued with this Notebook.

With about 200 members of whom 40% own a Maserati the Club is catering to a wide audience. Apart from our membership there are more than 200 members of other Clubs that may participate in one of our events over the course of the year. To cater for these interest groups, the Club maintains a diverse range of events, which is reflected in the Calendar and which I have summarised below:

- **Breakfast or Lunch Runs:** Usually over interesting roads within two hours travel of Melbourne to good quality but modestly priced restaurant. We try to run about 3 of these each year;
- **Week-end Away:** A social event which we run once a year If the calendar permits.
- **Formal Dinners:** We run two of these each year, The Grand Prix Dinner and the Xmas Lunch at top quality restaurants
- **Mid-Week Luncheons:** We run two of these, both of which are very different. The Annual Club Lunch with a guest speaker in July and the Grand Final Lunch at Percy's Bar on the last Friday in September. Due to family and other commitments, some members can't necessarily get to the more formal dinners or runs on weekends.
- **Club Track Days:** We endeavour to run at least two and perhaps three of these, at different tracks where possible, in the course of the year. We run these as non-competitive Driver Education/Advanced Driving days to give you track time so you can decide how far you want to take your track experience.
- **Other Track Days:** We give you advice of other Track Days to which the Club is invited. In addition to the two of three the Club may run, there are between 10 to 15 others put on by other Clubs including: AFR, Alfa-Romeo, Jaguar and PIARC. With experience at these events, you can consider more competitive options.
- **Gymkanas:** We haven't run one yet, but its on the list, for next year before the GP Rally.
- **Rallies:** Whilst the Club doesn't organise these, we try to keep you informed of your options
- **Hill Climbs:** We don't run one, so we try to advise you of your options.

- **Concours:** The Club runs only one Concours event. The President's Day is intended to be an occasion, when the very many different makes and models owned by Club members and those from other Clubs have the opportunity to look at the cars and enjoy the social occasion. For those members that are interested in displaying their car on a more regular basis, we try and keep you advised of Concours events that are likely to be of interest.

To help you attend these events, we regularly incorporate Application or Entry Forms with this Notebook both for our events and those of other Clubs. Alternatively, we give you a name and contact number ... after that it's up to you.

No matter whether you have an more interest in social events or track events, or whether you prefer to use your car actively or passively, you should find something in the Club's Calendar of Events to interest you ... even if its only to keep tabs of when and where the next F1 race will be held.



**Maserati Club  
of Australia**  
Incorporated

## Elections for 98 Committee Nominations close October 31, 1997

This is just a friendly reminder to Members that the period for the receipt of nominations for President, Vice-President, Treasurer, Secretary and for the two positions on the Committee of the Club closes on October 31, 1997. All financial members of the Club, other than Associate members are eligible to stand for any one of these positions.

If you would like to stand for a position on the Committee and are not quite sure how to go about it, or require some advice or assistance, please do not hesitate to contact me. Do not leave it too late, if you would like to be involved in the management of the Club, do something about it now.

Alternatively, if you do not want to be on the Committee, but would be willing to serve on a sub-committee of some form, then please write or call a member of the Committee. The Club is always looking for assistance of some sort.

Some members have the impression that I will not be involved with the Club after the next election. Whilst I will not be standing for the Committee in 1998, I will however remain on the Committee, but in the role of Immediate Past President, the role currently occupied by Ian McKenzie. No doubt the Committee will find some useful tasks for me to perform, however as the Club always needs new ideas why don't you stand for Committee.

## New Members

The Club is pleased to welcome 6 new members since the beginning of September.

<b>Dailey, David</b>	<b>Mornington, VIC</b>
<b>Davey, Peter</b>	<b>Bulleen, VIC</b>
<b>Kudelka, Michael</b>	<b>Armadale, VIC</b>
<b>Phillips, Steve</b>	<b>Brighton, VIC</b>
<b>Punch, Bob</b>	<b>Sorrento, VIC</b>
<b>Watson, Peter</b>	<b>Cheltenham, VIC</b>

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

## Driver Training Anyone? November 23, 1997

The October issue of *Lotus Notes* reports that the MG Car Club will be running a Driver Training Course at Sandown on November 23, however details and the date have yet to be confirmed.

Apparently the MGCC have been running this course for 10-12 years and are constantly seeking ways of refining and improving it. The big plus is that you can get personalised tuition and you get plenty of time to practice what you are being taught.

According to the article in *Lotus Notes* the course is recommended to anyone who wants to learn new skills or improve and hone existing ones. The course it would appear has a similar structure to the Murcott courses.

The person to call is Hugh Gidney of the MG Car Club. You can reach him on (03) 9578 3616 (AH) and check it out.