



# Happy New Year!

As 1997 draws to a close we bring you some news of recent events, reflect on some of the achievements of our members during the year and have a look at the events and activities coming your way in 1998. 1997 has been a successful year for the Club and we look forward to building on that success in 1998. On behalf of the Committee, we extend our Seasons Greetings to you and your family and our best wishes for a safe and happy year ahead.

## The Year Ahead

January is a good time to start planning what you will be doing in the year ahead. To give you some help, have a look through the **1998 Calendar of Events**, which accompanies this issue. The Calendar lists not only the dates of Club track and social events for the coming year but the dates and locations for the major events in Australian motorsport, Formula One, the CART series and the FIM 500cc World championship. The dates of events included in the calendar are as supplied to the Club at this time and may be subject to change in the year ahead. An update of the calendar is provided with each issue of this notebook and of course on our Internet site at [www.maserati.org.au](http://www.maserati.org.au) Key events, which may be of interest in the first few months of the year, are:

- # Rallye de Bordeaux HRA: January 22
- # SATCC (Sandown) Maserati: February 1
- # Annual General Meeting Maserati: February 9
- # Gourmet Weekend Maserati: February 13
- # Rally Tasmania/Heritage Rally Starts February 13
- # Dutton GP Rally Starts February 27
- # Melbourne Motor Show Starts February 27
- # Castrol Classic (Phillip Island) VHRR: March 1
- # Grand Prix Dinner Maserati: March 6
- # FIA Formula One (Albert Park) March 8
- # Shannons Grand Prix Auction March 9
- # World Superbikes (Phillip Island) March 22
- # National Concours d'Elegance March 22
- # Lunch Run Maserati: March 29
- # Supertourers/Porsche/GT Prod'n Calder, April 4
- # Grand Prix Track Day Maserati: April 19
- # Targa Tasmania Boat leaves April 24

## Membership Renewal

Your membership renewal was mailed to you during November. Don't forget to send it in, if you haven't done so already. *In response to a number of requests we have included in this issue a Membership Application Form for those of you who have a friend or colleague who would like to join.*

## *Be at the Finish Line for a special day out at the* Shell Australian Touring Car Championships Round 1: Sandown, Sunday, February 1<sup>st</sup>, 1998 Booking deadline: Friday, January 16

If you're not doing anything on Sunday, February 1<sup>st</sup>, 1997 here's an idea that may appeal to you. The Club has decided to take advantage of one of Jon Davison's hospitality packages for Round 1 of the Shell Australian Touring Car Championships. These packages which are orientated at Jon's major corporate clients offer entry to the circuit for practice and qualifying on the Friday and Saturday and hospitality and reserved parking on race day - Sunday.

The Club will organise one or two tables (10 per table) for members in private air-conditioned rooms equipped with closed-circuit television in the grandstand.

*(Continues on page 2)*

## The Gourmet Weekend A Weekend Away at Skenes Creek February 13 to 15, 1998

To all those hedonistic types, last year's highly successful Gourmet Weekend is on again and another great weekend has been planned down the Great Ocean Road, amidst the Otways. Whilst the accommodation is the same as last year, the drives and lunches will be different.

For those who missed out last year, this weekend is designed as something special for the person who enjoys food and great roads.

Arrangements include accommodation at Chris's Beacon Point Restaurant & Motel; three special meals and great roads to get you to these gourmet locations.

*(Continues on page 2)*

## SATCC at Sandown (from page 1)

The cost is \$200 per person and is strictly limited to 20 persons. Although the \$200 only includes food and service and special grandstand parking facilities for race-day, it does include entry to the circuit on Friday and Saturday. So organise a couple of friends and come along for a great weekend of racing. The service schedule on Sunday is:

9.15 am	Morning Tea
10.00 am	Alcohol Service Commences
12.00 to 1.00pm	Luncheon served
2.30 pm	Desert
5.00 pm	Alcohol Service Ceases

A special gourmet lunch to suit the occasion has been arranged. The Sandown facilities are the finest available at any motor racing circuit in Australia and the Grandstand has recently been totally refurbished. It's a great way to watch the opening round of Australia's premier racing series. Sandown this year promises to be a very special occasion.

Adding to the interest will be the first appearance of D'Arcy Russell in this category of racing. So make a point of coming along, but please observe the booking deadline and note that space is definitely limited to the first 20 person returning the enclosed booking slip.

## The Gourmet Weekend (from page 1)

Firstly to deal with the **accommodation** - the main reason for staying at Chris's Beacon Point at Skenes Creek (4km before Apollo Bay) is because on the Friday and Saturday night, after you have finished drinking - which last year was about 2.30 am - you only have to walk about 50 yards to your bedroom - no driving - plus the view (just ask anybody who has been there) has to be seen to be believed!

There are a limited number of rooms available and already some of the people from last year have said they want to go again (so it must be pretty good to book even before its been announced). For those who haven't been before the motel units comprise two separate bedrooms, bathroom, laundry, lounge-dining and kitchen area with an outside balcony and a sensational view!

As accommodation is limited you may need to share the lounge and facilities with another couple. Each unit has TV (reception is poor), Video (bring your own tapes) and cooking utensils (provide your own fruit juice, toast, tea, coffee etc). **NO BREAKFAST** is provided.

The plan is to arrive at Beacon Point between 4.00 pm and 7.00 pm on Friday (you can arrive any time after 11.00 am if you wish) and assemble for dinner. Dinner for some on the last occasion on the Friday night finished early about 12.30 am, others however decided to party on.

On **Saturday morning** after breakfast - plans for which are not yet set - we will depart Skenes Creek for a pleasant drive to an historic homestead where we will visit the magnificent gardens and then have lunch (BYOG). After lunch we will proceed along some very interesting routes and eventually end up back at Chris's around 4.30 pm in time for either a nap, or nip, or (hopefully not) running repairs to the chariot.

**Saturday night** we will attempt to recreate the atmosphere of Friday night, which last year we managed to do - and improve on - quite successfully!

**Sunday morning is free.** You can either wander down to Apollo Bay and have brekky in the Bay Leaf (a visit should not be missed) or sit in bed and enjoy the view. Around 11.00 am we will all form up and depart for the antique shops and other interesting places at Queenscliff and then lunch at Harry's Restaurant in Princes Park opposite Mietta's. This is BYO, so come prepared.

Accommodation cost at Chris's is \$220 per couple. Food costs (which are modest) and the cost of drinks (depends on you) are pay as you go. Due to the accommodation arrangements the number of places is limited. If you would like to be part of what really is a fun weekend, then complete the Booking Slip enclosed and return it with your cheque (or credit card details).

Alternatively, if you can't make it for the entire weekend, then you are most welcome to join in at Harry's Restaurant on Sunday at 12.30 pm. To do this simply return the Booking Slip so that a place(s) can be set aside for you at Harry's Restaurant.

### Vale

**It is with regret that we advise that Bruce Bradshaw passed away unexpectedly at Xmas. Bruce was well known to many in the Club for the spirited way he drove his red Dino 246 in events such as Targa Tasmania. Our deepest sympathy to his family and friends. He will be missed.**

## President's Day Cancelled

Sunday, November 30, 1997

Despite the best intentions of everyone concerned, President's Day for 1997 was cancelled. Barry Williams, Chairman of the sub-committee organising the event, wrote to members advising them of the decision prior to the event and said,

*"It is with a great deal of regret that I advise, despite a record entry of over 130 cars, President's Day at the Carousel on Albert Park Lake, scheduled to be held on Sunday, November 30, 1997, has been cancelled. The cancellation arises due to the unexpected lack of a suitable place to display the cars. Unfortunately, some time after taking our booking for this day, Parks Victoria, who are responsible for Albert Park, subsequently advised that the site we had arranged for the car display would not be available. A belated check of Park Victoria's records by their staff had revealed a conflict with a prior booking and that the site had been allocated to another fixture in the park on that day."*

## Xmas at The Duck

Crown Entertainment Complex  
Sunday, December 14, 1997

The Xmas Lunch is one of Club's main social activities of the year. It's a good opportunity to reflect on the year that was and to consider the options for the year ahead. This year proved to be no different and 80 or so members and guests took time out to enjoy the food, wine and ambience that has set The Duck apart as one of the Casino's "jewels" as a fine-dining establishment.

Among those attending was our Patron Reg Hunt, who hopefully we may see on the track again in 1998 in his marvellous Maserati 300S.

With a new year just around the corner there were many others pondering the range of events and racing series in the new year. Others discussing the market for new and used exotica and others the next holiday destination. Whatever the topic of conversation it was a relaxed day, informal day in the Club tradition. A fitting end, to what for many was a very eventful year.

## The 1998 Committee Elect Election Results

What election results? You will recall that nominations for all positions on the Committee, under the revised Rules of the Club, were called for during October. As it transpired, the following nominations were received, properly completed and in accordance with the Rules, viz:

Committee Position	Person Nominated
President	Barry Williams
Vice-President	John Aust
Secretary	John Hardy
Treasurer	Andrew Gregory
Committee	Mario Lombardi
Committee	John Watkin

In accordance with Rule 23(3) as the person(s) nominated equal the number of vacancies, the above candidates have been duly elected. The position has however, been slightly complicated as one candidate, John Watkin, has been forced to resign from the Club due to unforeseen circumstances, so one Committee position remains unfilled. Nominations for this position will be called at the Annual General Meeting.

The new Committee will assume office following the conclusion of the Annual General Meeting which is scheduled for Monday, February 9, 1998.

**A Notice for this Annual General Meeting may be found on the back page of this notebook.**

Members of the current Committee who will be retiring at the AGM include John Maher (Secretary) and Ian McKenzie (Immediate Past President). Whilst I will be retiring at the AGM as President, I will remain on the Committee as the Immediate Past President for 1998.

Any member wishing to place an item on the Agenda for the Annual General Meeting should forward their written Notice of the Motion to the Secretary of the Maserati Club of Australia, Inc at PO Box 6058 CROMER VIC 3191 on or before, Monday, January 19, 1998

## Maserati Grand Prix Dinner

Matteo's Ristorante  
Friday, March 6, 1997

Since Melbourne managed to wrest the AGP from Adelaide, the Club has held a "Grand Prix" Dinner at Matteo's Ristorante to coincide with the occasion. This year is no different, the venue is the same ... but the day is different ... we're holding it on the Friday night ... not Saturday ... so you can get up early to go to the track.

The Grand Prix Dinner at Matteo's has proved to be highly successful each year. As this is a popular event, we are giving you plenty of notice and the opportunity to get in early to secure your place.

For those who haven't been to a Maserati Grand Prix Dinner you will find the food and the venue exceptional ... just ask someone who has been! As we did last year, the Club will be providing some champagne on arrival and some wine to accompany your meal. After that, additional wine or other requirements are to your own account.

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

The Booking Slip is enclosed. Please note that bookings are accepted strictly in order of receipt. To confirm your booking, please return the Booking Slip with your cheque or credit card details. If your booking arrives too late, then you will be notified in writing and the payment you have made will be returned.

Maserati Grand Prix Dinner	
<b>Location:</b>	Matteo's Ristorante, 533 Brunswick Street, North Fitzroy
<b>How to get there?</b>	Melways Reference is 44 A1 or 2C B3. If you like you can come by Tram. The No 10 and 11 trams from the city go right by!
<b>Cost?</b>	Members & Guests <b>\$75/head</b> Non-Members & Guests <b>\$85/head</b>
<b>Date &amp; Time:</b>	7.30 pm for 8.00 pm on Friday, March 6, 1998
<b>Dress:</b>	Smart Casual

## 1998 Classic Adelaide

a report courtesy of  
Lotus Notes, December 1997

Despite the presence of some well performed Club members in this event (Chris Stephen 2<sup>nd</sup> outright, John Hardy 16<sup>th</sup>, John Fitzpatrick 47<sup>th</sup> and others) feedback on the outcome of the event has been slow in arriving. Lotus Notes the excellent publication of the Lotus Club Victoria edited each month by Terence Seymour carries a gem of an article written by John Allison on his experiences at Classic Adelaide which I thought would be of interest to anyone with the faintest interest in this type of event and have reproduced with their permission.

John's previous rally experience had been strictly limited to touring-type events (eg Rallye de Bordeaux and Tour T'Adelaide), where outright performance is influenced largely by navigation skills, so his perspective is even more interesting particularly for those that are contemplating an entry in Rally Tasmania/Heritage Rally or Targa Tasmania. John finished a highly creditable 12<sup>th</sup> in this event, driving a 1965 Lotus Elan which he and his wife use for everyday transport. His report follows:

### "The Classic Adelaide is a serious rally!"

This was the inaugural event, which took place over four days and about 1,000 kilometres, nearly 300 kilometres of which were closed-road 'special stages'.

Comparisons were inevitably drawn with the Targa Tasmania, which is also an all-bitumen rally with numerous timed stages on public roads. The main difference was that only pre-1971 cars were eligible for the Classic Adelaide; whereas Tasmania is open to modern cars, including four wheel drive rally specials, and the outright placings are dominated by effectively works teams and professional drivers. Conversely, there appeared to be only one professional rally driver - in a 1971 Porsche which crashed out on Day 4 while leading - in the Classic Adelaide. However, they did, for some reason, also accept a handful of post 1970 cars, two of which were officially placed in the top ten.

Another significant difference was that Classic Adelaide special stage placings were decided on

fastest times, rather than a window of time for each class with in which no loss of points would be incurred. Overall results were based on the aggregate times of all stages. This provoked fierce competition, especially at the front of the field, and an unusually high accident rate, so there was considerable discussion about changes to the format for greater safety in future events.

The stages, mostly of between five and 20 kilometres long, were run on fabulous and demanding roads - how many times would every competitor, however good, have misread the road and wished to "have that corner again"? Each day was a separate loop, Day 1 through Birdwood and the Barossa Valley, Day 2 the Fleurieu Peninsula, and Days 3 and 4 mainly the Adelaide Hills and McLaren Vale. Parts of the Australian Grand Prix circuits of Nuriootpa, Lobethal, Woodside, Victor Harbour, and indeed Adelaide, were incorporated at various stages. Competitors returned, pretty exhausted, to the Adelaide Hilton each afternoon ... many of them to seek out specialist workshops for repairs to the ravages of the day's motoring!

There was a small 'Touring Group', or non-competitive section of the entry, which included three high profile cars from overseas: The stars were the 1962 Pan-Americana-winning Mercedes Benz 300SL Prototype (as opposed to the 'ordinary' 300SL Gull Wing, which is only superficially similar) fettled by silver-overalled 'Mercedes Oldtimers Team' mechanics sent out from Germany; the 1956 Le Mans-winning Ecurie Ecosse Jaguar D-Type; and a racing Ferrari 275 GTB4, also with Le Mans notches on it belt.

It's always hard to know who the real heroes are in such a diverse field - the squillion-dollar rally hardened machine might be cruising compared with the fellow who looks like a retired bishop driving the living daylight out of an old Peugeot in 46<sup>th</sup> position. But I don't believe many people would argue with a guernsey for Ken Roscrow in a thing called a Beltey Special, made out of 1950's Bentley bits, which crashed into a tree at the Montacute stage on Day 4 while in an astonishing 13<sup>th</sup> place. Also of note was a 1955 Jaguar XK140 coupe, which finished 20<sup>th</sup>; and the very hard driven 1973 (but all of them were really 1974, surely?) Alfa Romeo Montreal of Richard Anderson, which was in the top ten in every single stage and came home fifth overall. Also John Fitzpatrick and Gillian Weinberger's dramatic swoopy-style 1936 2-seater Delage was 47<sup>th</sup>, consistently beating many cars it had no earthly right to.

The outright winner was Bruce Hogarth and Bruce Walter from Tasmania in a 1969 GTHO Falcon, with Chris Stephen's Iso Rivolta 33 seconds behind it in second place.

Lotus was not particularly well represented, but, apart from Wendy Allison's Elan (once again loaned to her ever-loving husband for the event), there was a very fast 1962 Seven of Garry Rainsford which finished fourth, and John Lamb's 1964 Lotus Cortina. In the Touring Group there was a well-presented Series 4 Elan and another Lotus Seven. In addition, Dean Rainsford's delectable Lotus XI was on display during the event in the Hilton foyer.

There were no less than twelve Alfa Romeo's, mostly Bertone 105 GTV's. This was the best represented marque, and most of them finished in the top 25 out of the 73 starters in the main Competitive section.

Also popular were Austin-Healeys. Tom Barr-Smith's finished third, which was very creditable even though his car seems to have been constructed to highly un-Healey-ish specifications (do my eyes deceive me, or has it been physically widened as well?) - that's an idea, perhaps it should be called Highly.

The standard of cars and presentation was exceptional - there were no rough old bangers, which was presumably a function of the \$3,300 entry fee.

So, which cars made the greatest impression? It's a personal and subjective call, of course. The ex-Le Mans Ferrari 275 would have been high on most lists, not so much for its sexy pick-up-a-better-class-of-sheila looks as for the wonderful V12 Ferrari song and the sheer class of the thing - its very stance seduces, "Go on, I dare you to drive me really fast". The Mercedes 300SL was probably the most valuable and significant car in the event, although it's a bit too Kraut for my taste. It was almost surreal to have a genuine Le Mans-winning D Type Jaguar mixing in as well, and driven fast at times, so it wasn't all just for show.

Down to earth, the Montreal, Alfa's answer to the Ferrari Dino, with its race-bred V8 engine, ZF gearbox, and such distinctive looks, was most impressive, and it's hard to understand why they aren't more sought after. You either like big Healey's or you don't, but Tom Barr-Smith's example exuded the assurance that it is The Best Healey In The Universe and went like stink (TBS's involvement in the Healey Factory probably makes it a legitimate tax deduction to boot!). To my mind John Hardy's

splendid Renault Alpine A110 was the archetypal 1960's car in this spirit of this event. You'd think its rear engine and swing axle configuration would be most forgiving of high speed driving sins, but Bob Watson, who drove the car into 16<sup>th</sup> place, smothered any vices with his extensive Renault and rally championship experience.

On the subject of the Renault Alpine, the organisers were commendably finicky about safety, to the extent that they had the police breathalyse everyone before leaving the car park in the morning. However, they unwittingly failed to test driver Watson's sobriety by breathalysing Navigator Hardy in the passenger's seat of the Alpine, which is of course a left-hooker, failing to notice that the controls were on the other side!

In South Australia the Motor Traders Association have a training facility for mechanics near Port Adelaide. These people sponsored the event in that they offered free use of their premises and considerable expertise. The competitor who received maximum benefit from this was one of the Alfa Romeo GTV's, which rolled on Day 1. The MTA team located a secondhand roof and other parts at the motor wreckers and did a 17 hour overnighter to get the car fixed, painted, headlining and all, ready for competition again by lunch time the next day ... gratis except for \$400 worth of parts. The facility was used and much appreciated by many other competitors, including ourselves, and the enthusiasm certainly seems to rub off on the participating apprentices.

Enough people will have their two-bob's worth about safety, following the accident in which Ian Cocks was so sadly killed, and a number of others in which competitors were injured or lucky to have survived. No question this event is potentially dangerous, especially to those knowingly or otherwise driving close to the limit of their or their car's capability, for many of the roads were lined with trees, including some very high speed sections, and in the end you could only guess what was around the next corner. But it seems to me that by far the greatest hazard is fire, for they can't cover the entire route with officials and its roughly a minute between competitors, during which time the game could be nearly over for a car catching fire with trapped or incapacitated occupants. Therefore, I expect there will be a requirement for racing-type fuel tanks and/or some crash protection to prevent them from rupturing, in the faster cars at least, for future events. There was also a lot of talk of allowing pace notes in future, but I think this would actually add to the hazard in the event, for

example, of a navigator making a mistake, and also detract from the amateur nature of the rally by causing winners to win by an even greater margin than they otherwise would. Anyway, let's hope there is no overreaction ... which would most certainly not have been Ian Cocks's chosen legacy. R.I.P.

The stages were managed with a minimum of queuing or delays, and results published promptly. The event was also well planned in terms of varied, interesting, and extensive special stages on closed roads, which must have taken hundreds of hours and thousands of kilometres to prepare and secure. Unfortunately competitors need to focus so hard on the weaving ribbon of road in closed sections that most would have only be subliminally aware of the stunning scenery through which they travelled.

The rally was organised by the core management team left over from the now-defunct Adelaide Grand Prix, and held as a 'replacement motor sport event' at the same time of year. It was pervaded by the friendliness of everyone, competitors, officials, police, and public alike. South Australia deserves it to be a regular and increasing success.

### **"The worm's eye view"**

In an event like this, where cars start at one minute intervals, the action is spread over a considerable distance, with presumably up to three stages being run concurrently. No one observer or competitor sees a complete picture of what's going on. These therefore, are a few observations of a more personal or insular nature.

My previous rally experience was limited to touring-type events, where the emphasis is on navigation, not this full-on fast stuff on strange roads. So I was lucky to have an experienced navigator, Joe Manariti, prepared to chance his arm with a strange driver. We had no intercom so he had to shout through his full-face helmet. On the first two stages he told me that every time he shouted I put the brakes on, so I said perhaps he'd better should a lot less often in future lest we end up in last place. We reach a compromise whereby he only warned me of the 'Caution's, but by the final day we learnt how to work well together with him giving quite of lot of information - how anyone can sit there in the Terror Trip seat calculating and giving accurate instructions beats me, but he did it as calmly as handing out cakes at the vicar's tea party.

The incident which jolted me into acceptance of

the need for full instructions was at the Clarendon Stage in the middle of Day 2 when Joe bravely kept his mouth shut as I hot-headedly drove through a spoon drain much too fast and consequently took out the entire exhaust system from the engine back. Lucky it didn't tangle under the car, but it did make for a noisy day until we got it fixed.

Our uphill performance was frustrated on Day 1, and to a lesser extent Day 2, by a server miss in the engine which was not evident until it was under load. It turned out that this was due to greatly over-rich mixture at medium throttle openings, which hadn't shown up under the dyno under full load conditions in Melbourne the week before, but gradually coked up everything thereafter. My old friend Peter Bradey, together with John Hurley of Kent Town Autotune, got to the bottom of the problem in the end after several set of new spark plugs and changes to carburettor jets. The sage Graham Hoinville - who can tell what knowledge lies concealed behind that passive face? - observed that this is an endemic problem he has encountered with 'performance' dyno-tuning, they get the full throttle setting right but tend to gloss over bottom end tuning inadequacies with rich mixture. This and other, lesser, mechanical problems weren't so much a question of bad luck as 'lack of match practice'. Peter and my wife Wendy did a brilliant job catching up with us going round the long way ... obviously the support cars weren't allowed on the closed road sections ... to greet us at service spots with fresh spark plugs and other *necessaria*. Which all goes to show that you can indeed get good help these days.

Each day the starting order was adjusted to each competitor's position in the field so as to maintain approximate one minute intervals between the cars. Thus consistent cars would have spend their rally in much the same company all the time. But our mechanical glitches and steep learning curve resulted in wildly varying results - our generally poor showing on Day 1, including a gasping 47<sup>th</sup> on the Sedan Hill stage, and our self-inflicted exhaust pipe debacle on Day 2 left us with the also rans early on. Contrast this with a more respectable Day 3, and 6<sup>th</sup> in a depleted field on Day 4, including 4<sup>th</sup> place on the 21 kilometre not-so-hilly Paris Creek special stage, and we had contact with varied sectors of the field. In the end we finished 12<sup>th</sup> overall and met a lot of people on our see-saw progress to that position!

Apart from the engine tuning problems which weren't its fault, our car was simply wonderful. Not vices under duress is so confidence-building. Liek a

true thoroughbred, the Lotus Elan makes an average driver seem passably competent - there were many other much faster cars in the rally, but none would have been easier to manage. It would only need much stiffer springs and a slightly hotter engine to turn it into a reasonably competitive historic rally car, but this would spoil it as a road car so we don't intend to subject it to these indignities.

Even though this event was more seriously competitive than the 'touring' rallies we have participated in before, it was just as sociable. In a group of enthusiasts like this nobody cares who you are, where you come from, or which position you are in the field. Also, since I spent part of my youth in Adelaide, every now and then at control points and so on we were greeted by "How're you going, Surfie" followed by my slow recognition of a once familiar but now wrinkly face under the toveling sun hats they wear - this happened several times. Nice."

*(Our thanks to Lotus Notes and John Allison for their permission to reprint this article which I am sure will give those contemplating entering events of this type (eg Rally Tasmania, Heritage Rally and Targa Tasmania) some insight into the friendship, frustration, joy, disappointment, pathos and sheer elation and exhilaration that can be associated with events of this type.)*

## Annual Concours Fiat Car Club Como February 22, 1998

Peter Bartold, President of the Fiat Car Club has advised that his Club is having its annual concours at Como on Sunday, February 22, 1998 and would "love to have representatives of all the Fiat family".

Peter said, "The event was very successful last year and we are hoping to build on it and make it the highlight of the year. We will also be including a swap meeting as well and sites will be available for ten dollars"

If you have a Maserati, Ferrari, Lancia, Alfa Romeo or another car which is now part of the Fiat 'family' then give Peter a call on (03) 9722 1526 or 019 938 689



HRA

## 1998 Rallye de Bordeaux

*"Gastronomical Motoring Event of the Year"*

January 22-25, 1998

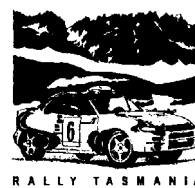
It looks like the 1998 Rallye De Bordeaux has done it again and filled a marketing niche for a motor sport event that involves some driving, eating and fraternising this summer. Now in its third year the event is building on the successful formula of its previous two years and its positioning as the "Gastronomical Motoring Event of the Year".

According to Ian Swan, *"We filled the event in early December, but there is a waiting list, just in case someone can't make it!"*

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 navigation, driving skill tests, closed road sections and the very popular evening dinner parties will also be retained from previous years. 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 has obviously become a very popular event.

If you are hoping for a place, 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. For more information and entry forms call Ian Swan on (03) 9723 4478 (AH) or 0412 352 146 at other times.



## Another Record Entry ComputerLand Rally Tasmania Lactos Heritage Rally February 13 to 15, 1997

With less than a month to the close of entries for the 1998 ComputerLand Rally of Tasmania another record field has entered the all bitumen closed road rally event to be conducted on the north-west coast of Tasmania in February. Together with the Lactos Heritage Rally for vehicles manufactured prior to December 31, 1975 the events have now reached their maximum of 50 places, making a combined total of 100 entries. With over 60 entries having been received from interstate (including several International based Australian licenced competitors), the rally has now become the second largest motorsport event in Tasmania behind Targa Tasmania.

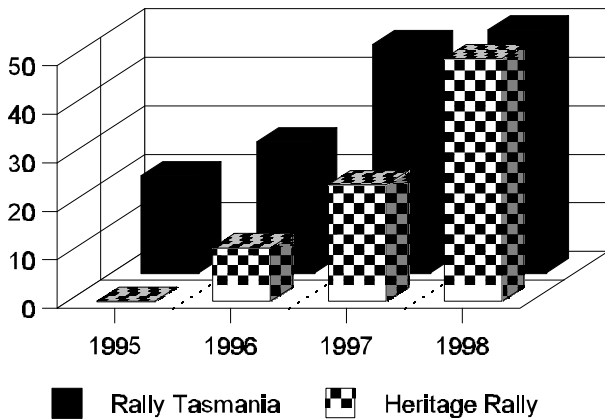
*"As early as last April we had thirty competitors who had taken out "early bird" entries. We have done very little promoting of the event, so basically most of the entries have been through "word of mouth" from previous competitors who have enjoyed the Rally Tasmania experience." says rally organiser Tony Wright of Rally Tasmania Pty Ltd. "The event is very highly regarded interstate and some competitors use it to gain experience before Targa, which it's ideal for".*

Considering Rally Tasmania did not get off the ground until 1995 and the Heritage Rally in 1996, the growth in the event has been quite spectacular.

Hobart based ComputerLand have joined award winning cheesemaker Lactos as the major sponsors this year of the events, which have again secured strong support from the Burnie City Council and Brambles Shipping. Not surprising when many hundreds of motor sport enthusiasts will base themselves in Burnie for a four to six day period generating a \$300,000 to \$400,000 economic windfall for the North West region.

The ComputerLand Rally Tasmania will keep motor sport enthusiasts on their toes with a major battle looming between reigning Rally Tasmania champions Graham Alexander and David Stewart in their very quick Mitsubishi Lancer 4WD and Targa

## Doing it Wright!



veteran Ray Lintott and Fred Gocentas in the awesome Porsche 9114WD Turbo and the spectacular Kiwi Mark Parsons in the Triumph TR7 V8. Club members are well represented with Winston Kim in his Porsche 911 Turbo, Simon Froude in his Porsche 911 Carrera RS, Steve Chiodo in his Lotus Elise and Andrew Gregory in his new Maserati Ghibli GT Cup car, which is one of only two in Australia and the only RHD version in the World.

In the Lactos Heritage Rally club members and defending champions Chris and Dee Stephen will be returning in their much travelled 1964 Iso Rivolta IR300 GT and strong opposition will come from Bruce Hogarth and Bruce Walter in their recent Adelaide Classic winning 1969 Ford Falcon GTHO, Ross and Ruth Williams in their nimble and very quick 1966 Elfin Clubman and Singapore based Jeff Beaumont in a 1970 Alfa Romeo GTV.

One entry that will spark some interest is that of expatriate Englishman and former factory driver for BMC and Triumph is John Sprinzel who will be driving a Bug-Eye Barn prepared 1960 Austin Healey Sprite. Sprinzel competed very successfully in Europe in the late 50's and 60's alongside Pat Moss in the factory Austin Healey team and is synonymous with Austin Healey Sprite owners after developing the Sebring Sprite. Sprinzel has also been contracted by Moss Motoring Magazine in the USA to report on the Heritage Rally and Rally Tasmania for its 180,000 readers, which should add further value for sponsors involved in the event.



## Classic Revival in Dutton Rally

February 27 to March 4, 1998

Organisers of the Dutton Grand Prix Rally say that Classic sports cars are making a comeback in the Rally. Austin-Healey's, Jaguars, MG's and Triumphs are so far out-numbering the previously dominant Porsches for the "new look" 1998 event, which offers more rewards for driver skill than outright performance.

Some 250 entries are expected in the eleventh running of the annual 2000 km rally which is to be held from Friday, February 27 to Wednesday, March 4, 1998.

Back and ready for the first non-Porsche victory since 1991 are John Smallman and Ted Perkins who finished third outright in this year's event in their 1973 MGB V8 behind the 500hp Porsche 911 Turbo of three-times winner Jim Richards and the 1992 Porsche Carrera RS of past winners Michael Herrod and Paul Stuart. Their hopes have been boosted by the news that Richards has not entered his potent lightweight Porsche this year. But the bad news is that he will drive 'another' Porsche and SA's Greg Keene and Amanda Nicholson have entered a similar 911 Turbo.

Other traditional sporting cars flooding into the rally, include a rash of Clubman-style vehicles and a number of American and Australian 'muscle cars', ranging from Corvettes, Mustangs and GTHO Falcons, to a V10 Dodge Viper.

Modern sports cars entered to date, are a brace of Lotus Elise roadsters, a Porsche Boxster and a six cylinder BMW Z3 2.8.

Detail changes to the 1998 Dutton Rally's format, with a wider range of competitive events and an increased navigation component, will make it the most challenging of the 11 Grand Prix Rallies staged. The average speed test at Winton Raceway has been upgraded to a full 'supersprint' event, while a second, tough night navigation section has been included in the rally's closing stages. There will also

be new driving tests around Ballarat and at the Melbourne finish.

Starting simultaneously in Melbourne and Sydney, competitors will converge on Albury on Saturday, February 28, before heading for a Melbourne Motor Show finish on Wednesday, March 4. The Rally route will also take competitors through Goulburn, Wagga Wagga, Shepparton, Bendigo, Ballarat and Geelong.

On the way, they will compete against the clock in more than 20 separate performance and driving skill events and face tough navigational challenges - all for trophies and the glory of taking the winners podium at the 1998 Qantas Australian Grand Prix of which this rally is an official event.

Organisers say that "Once in Melbourne, competitors will enjoy a highly-tuned social programme, special Grand Prix viewing opportunities, 'money-can't-buy' laps at the Albert Park Formula One circuit on Grand Prix Friday and Saturday and seats at the Rally's Gala Presentation". If you want to be in the 1998 Dutton Grand Prix Rally contact details are enclosed. Call John Blanden and his team on (08) 8374 0444 or visit them on the net at <http://www.gprally.com.au>.

With the Rally being confined to Victoria and NSW the organisers are interested in increasing the number of Officials from these states in the Rally Team. If you have had some involvement in the Rally in past years and are unable to enter the rally this year then you are encouraged to participate as an official. Give Reg Sparks a call on (08) 8374 0444 and he will give you further details about joining the enthusiastic group of officials that make up the Duttons GP Rally team.



## Lamborghini at the AGP March 5 to 8, 1997

Lamborghini has been chosen as the exotic sports car category for the 1998 Qantas Australian Grand Prix, adding another \$15.6 million dimension to the event.

Since 1963 when the factory was founded, Automobili Lamborghini has always been identified with the symbol of a muscular, powerful, enraged charging bull.

In its 30 years of existence, Automobili Lamborghini has evolved dramatically. Born as a car manufacturing company, it has become a hugely sophisticated engineering concern employing more than 400 people. Technology is everywhere in the company: digitally controlled machines in the production area, computerised equipment, sophisticated laboratories to carry out exacting tests on emission levels, engine performance and stress analysis. But none have been lost or forgotten of the ancient handcraft skills possessed by the workers and passed from one generation to another; body finishing or leatherwork are still carried out with the same precision, patience and loving care as they used to be thirty years ago.

The absolute dedication of the company to producing road cars, that were statements of beauty and technology combined, meant that Automobili Lamborghini did not turn to competition until 1988. Lamborghini entered the world of Formula 1, gaining good results and acquiring a wealth of know-how and precious technical knowledge.

Unlike most car manufacturers, speed in Lamborghini is a concept applied to more than roads or racing tracks: water, for example, has been used with huge success: Automobili Lamborghini entered the world of Offshore racing in 1984 and its engines are now famous worldwide for innovation, performance and reliability. In 1994 the Offshore Class One World Title was won by the Ferretti hull

## AGP voted "Best of 1997"

Sounds a bit like "deja vu", but the Australian Grand Prix Corporation has done it again. The AGP of 1997, Melbourne's first since 1956 was so successful in its first year that it got the vote in the FIA's Annual Awards in Monaco last year as the best grand prix of the year. This year's award by the FIA as the "Best Grand Prix of 1997" is quite an achievement. Winning back-to-back in any competition is no easy matter. This year's Grand Prix, may have had fewer protesters to deal with, but it was marred to some degree by industrial disputes. Despite all of this the quality of the event management obviously shone through. Well done!

powered by Lamborghini.

Since 1994, Lamborghini has been looking with growing interest at GT racing. 1995 a Diablo was entered in the Japanese GT Championship by the Japanese Lamborghini Owners' Club and it performed with good results showing a high level of reliability.

Whilst Automobili Lamborghini may love racing, so do its friends, clients and supporters who have constantly sponsored and wished for a greater involvement of the company in a racing activity. The end result was Lamborghini became involved in the "Supersport Trophy".

In March 1996, the Stephane Ratel Organisation made an agreement with Lamborghini to organise a one-make Trophy, the "*Pillippe Charriol Supersport Trophy*". In 1997, for its second year, thirty Diablo SV-R competed against each other on some of the world's most famous tracks.

The Phillippe Charriol Supersport Trophy comprises a series of fourteen races divided into seven meetings. The season started at Hockenheim in Germany as a support event of the new FIA GT Championship and took competitors from there to Imola in Italy, Nurburgring in Germany, Spa-Francorchamps in Belgium, Le Mans and Dijon in France, Donington in the UK and to Zhuhai in the People's Republic of China.

The Lamborghini Diablo SV-R is the race version of the Diablo Sport Veloce. This 1385 kg racing car sports a 5707 cc V12 which develops 540 bhp at 7100 rpm and sits on 8.5" front and 13" rear, 18" wheels. Not only are they powerful, they're also reliable. We understand the FIA will be announcing an award to Lamborghini for its outstanding reliability - not one car in the 1997 series retired due to mechanical failure.

You too can participate in this series. Lease Plan France offers prospective competitors special leasing deals which gives you entry to the race series. When you have finished racing, the SV-R is an EEC approved production GT car and can be easily turned into a road version. It would look great at Safeway! The technical sponsors of the Trophy reflect the componentry on the car and include Dunlop, AGIP, Brembo, OMP, OZ Racing, SEAL Carbon Fabrics, Magnetti Marelli, Eibach and Koni.

For the many Lamborghini owners in the Club, twenty-six (26) of these Lamborghini SV-R's - each worth \$600,000 - from the Phillippe Charriol

Supersport Trophy will compete at the Grand Prix at Albert Park. There will be a race on each day, three of 10 laps each on March 5, 6 and 7 and an 8 lap sprint just hours before the first Formula One race of 1998 on Sunday, March 8.

The drivers will include Australia's most recent Formula One world champion Alan Jones and AMP Bathurst 1000 winner Greg Murphy. Jones and Murphy say that March, and the chance to drive the Lamborghinis, can't come soon enough.

At least another 10 nationalities - a "melting pot" of professionals and amateurs - are expected to be represented in the Lamborghini field at Melbourne's third FIA Formula One World Championship event.

Judith Griggs the CEO of the Australian Grand Prix Corporation welcomed the Lamborghinis as "*a fabulous addition*" to the Grand Prix program. She said, "*These Lamborghinis have made such an impression in Europe and more recently China, that the sight of 26 of them racing at Albert Park is going to be something else ... when they're not racing, the Diablos will be on display to all Grand Prix patrons in a special "Lamborghini Village" near the Brabham Grandstand.*"

Alan Jones, is excited at the prospect of his first race in a Lamborghini, "*I've driven a couple of "Lambo" but I've never raced one - it's not everyday you get asked,*" Jones said. "*One-make racing is always interesting. These SV-R's have been worked on a bit - they've got an aero kit and everything - and Lamborghinis always have a very sweet exhaust note.*"

Melbourne based Kiwi Greg Murphy was among the 160,000 people at Le Mans when the Diablos first raced in 1996. "*They ran before the 24-hour sports car classic and they were fantastic- everyone was talking about them,*" said Murphy, who co-drove a Porsche in the 24-hour event that weekend. "*The Diablos are exciting-looking machines, a sight to behold - and those V12s hidden under the hoods sound just sensational*".

In 1997 the Lamborghinis again captured everyone's attention being described as "*the wildest single-make category*" and succeeded in capturing the highest rating TV audience of any one-make series in the world. Looks like they'll be worth taking the time to see!

## "Collectable Cars Strong in Market Uncertainty"

Brooks Goodman  
Darling Harbour Sale  
October 26, 1997

That's the headline on the November Issue of "Auction News" a monthly publication of Brooks Goodman. In reporting the results of their Darling Harbour auction, they had this to say, viz:

*"The Brooks Goodman auction of collectable cars, automobilia and number plates was 80% sold, raising \$1.6 million at the first annual Darling Harbour Classic Auction. "It seems history is repeating itself" said Brooks Goodman manager and auctioneer Paul Clark. Clark remembers conducting a sale 10 days after the '87 crash. "It went through the roof, and several records were broken" he added.*

Overseas collected secured the catalogue cover lot, a superb 1933 Alfa Romeo Supercharged Drophead Coupe (ex Diana Gaze car) for \$242,000, and the '27 Rolls Royce "New Phantom" Playboy Roadster for \$103,400. The powerful 1937 Alvis 3.5 litre sports tourer with super-charger went to a local identity on the phone, after a drawn out bidding duel for \$141,350. Benz 190SL roadsters were hot with both examples selling for \$42,900 and \$41,500. A favourite for many of the 12,000 who viewed the sale, a Balmoral green Bentley S2 Continental Drophead coupe went to a collector for \$88,000.

Automobilia was keenly sought by a crowd of around 600 attending the sale of 350 lots. Seven enamelled signs brought a total of \$3,256."

Brooks Goodman will conduct its next major sale of collectable motor cars in Melbourne during the Grand Prix in March.

## Melbourne International Motor Show

Melbourne Exhibition Centre  
February 27 to March 9, 1997

One event that's always worth a look in the week of the Grand Prix is the Melbourne International Motor Show. The 64<sup>th</sup> Melbourne International Motor Show will be run again this year at the Melbourne Exhibition Centre, commencing Friday, February 27,

1998.

## The Official Grand Prix Auction Monday, March 9, 1997

Complementing the International Motor Show will be the 3<sup>rd</sup> Official Grand Prix Auction - an official event of the 1978 Qantas Australian Grand Prix - will be conducted by Shannons on Monday, March 9.

## 1988 Speed Trial Lake Gairdner, SA March 1 to 7, 1998

The Dry Lakes Racers Australia (DLRA) have invited anyone interested in Speed Trials to participate in the 1998 event to be held at Lake Gairdner from March 1 through March 7, 1998. Lake Gairdner is the largest dry lake raced on in the world. It offers the best atmospheric conditions (air density) and far exceeds the famous Bonneville in Utah, USA.

The organisers will accept any type of self propelled vehicle. Racing is conducted on a 3 mile straight line track and is timed for top speed. Entrants can run as many times as they wish and more than one driver can participate in any one vehicle as long as they have joined the DLRA and entered the event.

International visitors will be in attendance at the 1998 event; especially from the United States, New Zealand, England and Japan observing prior to participating in the 1999 event. The DLRA has been working hard with the South Australian Government to get Speed Trials organised on a regular basis. As Lee Fielder of the DLRA says *"We have the greatest racing surface anywhere."* Insurance and paramedics are finalised and the DLRA has the full support of the American based Southern California Timing Association who have supplied the timing equipment.

This is your chance to be part of motoring history and witness one of Australia's greatest natural resources. *"At 50 miles wide and 100 miles long, it is a must for any speed enthusiast"* says Lee Fielder. If you are thinking of entering the event, then your entry will need to be self-supporting although basic items are available from Mt I've Station nearby. Details of the DLRA and a membership application is enclosed with this newsletter or you can contact Lee Fielder

on (03) 9580 9809.

## A GREAT idea!

If you are having a difficult time deciding what to get that friend of your s for Xmas or some other special occasion, well one of our members, Ray Evans may have the answer. Amongst other things Ray's company rents self drive exotic sports cars and performance vehicles. He has got quite a range to choose from, including:

AC-ACE  
FERRARI Mondial  
JAGUAR XJS  
LOTUS ELISE  
MERCEDES 300D  
MERCEDES 500SL  
MERCEDES 380SL  
MGF  
MUSTANG  
MX5  
PORSCHE 911 COUPE  
PORSCHE 911 CABRIOLET  
PORSCHE 914 TARGA  
PORSCHE BOXSTER  
ROLLS ROYCE  
TVR GRIFFITH  
TVR CHIMAERA  
WESTFIELD CLUBMAN

The best news is ... Ray is happy to offer a 10% discount to members. Give Ray a call at GREAT Car Rentals at GREAT Cars Group Pty Ltd on 1300 300 406. It is a GREAT idea!

## An Italian Car Adventure and Gastronomic Tour Departs Los Angeles February 23, 1998

If you were thinking about going to the US or Europe in February or March in 1998, then this might be for you. This *"Italian Car Guy Adventure and Gastronomic Tour"* is being organised by Concours Italiano (from Quail Lodge fame) and Alitalia Airlines.

Francis Mandarano who is Chairman of Concours Italiano and who is hosting the tour says it is a *"once in a lifetime tour"* for *"Italian car enthusiasts including owners, journalists and editors"*.

Mandarano says the tour will include visits to the design houses in Torina (eg Bertone, Pininfarina), book stores, model shops, museums, parts suppliers and well known restoration shops. *"In addition we will*

*visit the Geneva Auto Show where we will see new and exciting prototypes and production cars, including the newest and most technically advanced Maserati since the Bora"*

Factory visits are also scheduled, *"In Modena we will visit Maserati, Lamborghini, Ferrari, De Tomaso and other attractions"*

It is planned that groups can leave from Los Angeles, Chicago, New York and Miami via Alitalia Airlines to link up in Milan. *"Those wishing to join us from other countries may do so by scheduling flights to arrive in Milan on February 23"*.

For a registration form and detailed itinerary contact Francis Mandarano (425) 646 5458 or fax him on (425) 688 1903 in the US.

## The 2001 Tour Association of Motoring Clubs, Inc. Autumn, 2001

As you know, the Club is a member of the Association of Motoring Clubs, Inc. the organisation which is best known for its pioneer work in getting the Club Permit Scheme (CH Plates) established in Victoria.

What you may not know is that the Australian Historic Motoring Federation, Inc. in conjunction with the AOMC and the Federation of Veteran, Vintage and Classic Vehicle Clubs will be responsible for staging the Victorian section of a major touring event to be held in 2001. The event is designed to coincide with the celebration of 100 years of Federal Government in Australia. The tour will be similar to the 1988 Bi-Centennial Rally.

The 2001 event will be a National Tour that will culminate with a four day event in Canberra. Entrants must be a member of a club that is a member of either the AOMC or the FVV&CVC. There will be 2001 entries and Victoria's share is 565 vehicles. All vehicles must be original and built prior to December 31, 1975.

To permit planning for this event to commence, Expressions of Interest are now being called for with a deposit of \$50 - which is fully refundable if the entry is cancelled before December 31, 1998. If you are interested in this event, which no doubt at least 2,000 others will be, then a form is enclosed to enable you to express your interest and sign up now.

## Historic Cars and F1 at Silverstone July, 1998

While you're in a planning mood, here is something you might like to think about for next winter to get away from it all!

Tony Wilson a well know identity to many in the Club is putting together a group travel arrangement for a visit to the British Grand Prix and the International Historic Festival at Silverstone in July, 1998. At this stage details are a bit sketchy, but a brochure will be produced early in 1998 outlining what's involved.

If you want to get in early, then give Tony Wilson a call at Jetset Travel Mount Eliza on (03) 9787 7633 or fax him with your questions or expression of interest on (03) 9787 7194



## MSCA Six Hour Relay Race Winton Motor Raceway August 29 & 30, 1998

Yes, I know the last one only finished 8 weeks ago, but the dates for next year's event have now been confirmed and set in "concrete" in the CAMS 1998 Calendar.

Next year's date unfortunately conflicts with the Supertourers and therefore with GT Production and Porsche Cup which are scheduled to be running at Amaroo Park in Round 8 that week-end. If you don't intend to be at Amaroo at that time next year and would like to get involved (as a competitor or official) in a great team event then this is it!

To enter the event, you must

- # have a general competition (or provisional) CAMS licence; and
- # have a CAMS Log book for your vehicle.

Both of these items are relatively easy to obtain and if you are starting out in motor sport, then you have plenty of time between now and next August.

This year's event attracted 13 teams and from the Club's point of view was highly successful. The Club was declared the provisional winner and eventually finished third outright after all penalties had been considered. It was the first time the event had been run since the Alfa Romeo Club last staged it in 1994. As noted in previous issues the event is one of the oldest of its type in Victoria and has an interesting and colourful history.

Despite losing some \$4,000 in staging this years event, the MSCA have underlined their confidence in the event by agreeing to commit to staging the event in 1998 and 1999 to give it time to re-establish itself. The MSCA has also advised that the nature of the event will not change. It is a handicap race. It requires a team of drivers to complete as many laps as possible within a six hour period driving as closely as possible to their nominated lap times. If you like it is a six hour regularity, but with penalties for lap times below a driver's nominated lap time and with pit stops for car and driver changes.

The Club developed valuable experience in competing in this year's event and we would like to build on that experience in 1998 and take the next step. To do that we would like to field up to three teams of four to five drivers per team. To get things rolling we would like to build a register of those interested in participating in the 1998 event, as a driver or as an official. The first step is to register your interest and a form is enclosed for that purpose. We will keep you informed of developments in the event as they occur. So if you would like to participate in this event as a driver or as an official, take the first step now and register your interest!

## The Club is on the Web! [www.maserati.org.au](http://www.maserati.org.au)

Well we finally did it! The Club's site went "live" on the web on Saturday, November 15, 1997. At this stage we have yet to register the site with the leading "search engines" so if you have been looking for it under "Maserati" (rather than going to it directly) then you will have to wait a week or so until it starts to appear on Yahoo and similar.

The site is quite comprehensive and includes:

- # A "Download" section so that you can get previous copies of this and previous newsletters, track day results for each track day over the past year or so and entry forms for Club events.
- # A "Calendar of Events" which keeps you informed of what's coming up for each month of 1998 in most major forms of motor sport and of course Club events.
- # Pages on the "Social" and "Track" events which provide details of Club events and the latest news from other events which may be of interest and which we regularly report in this newsletter.
- # **Restoration Corner** contains the pages we have printed under this heading over the last year or so
- # **Maserati Pages** contains the various articles we have included in the newsletter concerning Maserati .
- # **Member's Market** provides space for you to advertise a car for sale. For a nominal fee the Club will include a colour photo and a description of your car.
- # 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

Our sponsors, **Mario Lombardi** of SuperAutoImports and **Srecko Lorbek** of Lorbek European Cars/Exoticar are of course also represented.

If you've accessed the site, let us know by providing some feedback by e-mail of your ideas, suggestions or criticism.

# Maserati

## The Club Library

No new additions to the library this month.

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

Current titles include:

- # Cancellieri, Gianni & Cuchi Antonello "Maserati Catalogue Raisonné, Volumes I and II" Automobilia, Italy, 1990
- # Clarke, RM "Maserati: 1970-1975" Brooklands Book Distribution, UK
- # Clarke, RM "Maserati 1965-1970" Brooklands Book Distribution, UK
- # Hall, Andy "Maserati 250F A Technical Appraisal@ Haynes Publishing, 1990
- # It's been a tough year for **Chris Stephen**, or so it would seem. Chris appeared at the Club Xmas Lunch with the aid of a walking stick. Could it be the continuous pace of events from his success in the Lactos Heritage, Targa Tasmania, Classic Adelaide and the historic racing has finally worn him down? Congratulations Chris on a great year!
- # Visiting a hospital for a period of R&R seems to be the thing to do! Take **D'Arcy Russell** he had a visit in April (causing him to miss Targa this year) but he came back to not only win Class B in the Porsche Cup but to also finish second outright capped of a great year for D'Arcy. Congratulations!
- # After winning the Porsche races at Indy on the Gold Coast earlier this year, **Rusty French** paid a visit to hospital and took some extended R&R, he now looks better than ever too! Must be something about the parties at Mt Eliza.
- # **Ed Aitken** didn't go to hospital, but he had a great year as well in both Porsche Cup (equal fifth) and GT Production (3<sup>rd</sup> place). Congratulations Ed!
- # **Dominic Beninca** had third place to drive for in the GT Production Series, but missed out on starting due to a failure to lodge his entry for the race on time. Dominic however had a great year, congratulations Dominic!
- # As a result of the introduction of the Invitation Class in the Porsche Cup **Mark McNamara** joined the series and won this new Class. Mark was also a member of the successful Maserati team at the recent Winton Six Hour. Congratulations Mark!
- # Former Club President, **Ian McKenzie** has

## Bits N' Pieces

decided to pull his 1971 Maserati Ghibli out of the garage and enter it in the 1998 Lactos Heritage Rally. It will probably prove to be a bit of shock for the car, which has had a relatively peaceful life to date. In what is undoubtedly a world first, it will be one of two Maserati Ghibli's in this event ... albeit that they were born (the cars that is) 25 years apart. Good luck Ian!

# **Andrew Gregory** since acquiring his 1996 Maserati Ghibli Cup Car a few months ago is not letting the grass grow under his feet and has decided that the car should be doing what it was designed for and has entered the car in Rally Tasmania and Targa Tasmania. Andrew has teamed up with former Indycar racer and Club member **Bob Punch** and together they hope to have a bit of fun in Tasmania. Good luck Andrew and Bob!

# Perhaps the most interesting recent news concerns **D'Arcy Russell**. Having got an offer "too good to refuse" on his winning Class B Porsche, D'Arcy, ever the racer, has decided to take the next step and run in the SATCC starting at Sandown on February 1, 1998. Driving a Commodore sounds like a bit of a step down after the Dino and the Porsche ... but then again its probably got more horsepower than both of those combined! The Club is organising a couple of tables in a private room in the refurbished Sandown Grandstand, so we can watch D'Arcy's debut. If you want to be more actively involved with D'Arcy and his team ... then some form of sponsorship proposal, for the new venture I'm sure would be listened to attentively! Good luck D'Arcy!

## New Members

The Club is pleased to welcome 3 new members since the beginning of October.

<b>Conway, Cheryl</b>	<b>Camberwell, VIC</b>
<b>Raper, Andrew</b>	<b>North Caulfield, VIC</b>
<b>Sharley, Graham</b>	<b>St Peters, SA</b>

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

## Notice of Annual General Meeting

at 6.30 pm on  
Monday, February 9, 1997  
at Bells Hotel & Brewery  
157 Moray Street, South  
Melbourne

Notice is given that the Annual General Meeting of the Maserati Club of Australia, Inc. will be held at 6.30 pm on Monday, February 9, 1997 on the first floor of Bells Hotel and Brewery, 157 Moray Street, South Melbourne, 3205.

### AGENDA

1. Apologies
2. Acceptance of Minutes from the Annual General Meeting of Friday, July 12, 1996
3. Committee Reports
  - (a) President's Report
  - (b) Treasurer's Report (including Section 30 (3) Statement)
4. Election of Committee member.
5. Election of Public Officer
6. Other Business for which proper notice has been given to the Secretary.

Copies of the Minutes of the last AGM will be forwarded to members eligible to vote during January, 1998.

At the conclusion of the meeting, dinner will be available at the Hotel.

## VALE

**The club has recently learned of the passing of two Club members and accordingly it is with sadness that we record the passing of**

**Roger Neilson  
David Patrick**

**On behalf of the Committee and members of the Club, we extend our deepest sympathy to family and friends**