



# It's Grand Prix Week!

It's that time of year again when you can talk about cars in mixed company and get away with it. What's more, cars are not only fashionable this week, but politically correct. Your 1999 committee has been keeping busy in the lead up to the Grand Prix and we have plenty in store for you ... not only THIS week, but in the next few weeks ahead. First of all, make a point of coming along to the **Grand Prix Dinner at Matteo's this Thursday night**. There are still a few places left. Next, don't forget about the **Grand Prix Track Day on Sunday week (March 14)** at Sandown and make sure you get your Entry Form in for **The JALM Challenge** (the inter-club track day) at Calder. If that all sounds too much, then get your spouse/partner and any kids you may have, organised for a great informal and relaxing day on Sunday March 28. Put the date in your diary for a pleasant day at the **Historic Lal Lal estate at Yendon**. We hope to see you at Matteo's on Thursday, if not have a great grand prix week!

## Maserati Grand Prix Dinner

Matteo's Ristorante

Thursday, March 4, 1999

Now we know that holding a dinner on a Thursday night is a bit unusual ... but then again, the week of the Australian Grand Prix is an unusual week. **There are still some places left, so we will accept reservations right up to MIDDAY ON THURSDAY providing you send in your Booking Slip (which is enclosed) with your credit card details.**

The Grand Prix Dinner at Matteo's has proved to be highly successful each year. So don't miss out on this opportunity to kick-start your Grand Prix celebrations. 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. It's a great night, don't miss it! The Booking Slip is enclosed.

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 Thursday, March 4, 1999
<b>Dress:</b>	Smart Casual

## The Grand Prix Track Day

*It's getting close!*

Sandown, Sunday, March 14, 1999

This is just a friendly reminder that the Club's Grand Prix Track day, our first track day of the year is only a week or so away. It is timed for the Sunday following the Australian Grand Prix at Albert Park Lake. This is a popular day, so if you want to participate get your entry in right away.

*(Continues on page 2)*

## The Yendon Lunch Run a visit to the Historic Lal Lal Estate

Sunday, March 28, 1999

This will be the club's first lunch run for 1999. Our intrepid rallyist and hill-climber John Hardy has managed to pick the best features of past runs and combine them with a new location for what should be an absolutely great day ... regardless of the weather.

The Lunch Run will get under way at approximately 10.00 am from Tony Molina's CAFÉ RETRO at 413 Brunswick Road in Fitzroy (cnr Westgarth St) Fitzroy (Melways 2CB5) where Breakfast or coffee will be available from 8.00 am.. So if you want to start early, you can get a great start to the day at the Café Retro.

The run will consists of an approximately 2½ hour drive over excellent quality driving roads to arrive at the Historic Lal Lal Estate at Yendon for a gourmet barbecue lunch in the gardens of this historic 1850's mansion. John has mapped out an interesting route and all the roads will be of a high quality bitumen seal. But that's only the run!

*(Continues on page 2)*

## The Yendon Lunch Run *(from page 1)*

The lunch promises to be match the quality of the drive. An excellent barbeque lunch will be provided, which I am assured should satisfy even the most discriminating members. The cost of Lunch will be \$35 per head for adults and \$15 a head for children and will include a complimentary glass of champagne (for the adults) on arrival. You are welcome to bring your own wines and beverages.

After lunch there will be an opportunity to explore the historic mansion, shearing sheds or go for a delightful bush walk in the virgin bush close to the mansion where the opportunity exists to observe koala in their native habitat. John says *"the historic mansion has been in the Fisker family since the 1850's and is run as a sheep wool farm. The property is in an exquisite setting surrounded by in excess of an acre of well established gardens"*.

Getting back to Melbourne is also simple. The return journey is a quiet easy drive that will take a little over an hour. John plans to have some brochures in relation to the property available at the Grand Prix Dinner at Matteo's on Thursday night.

As bookings are important, we have prepared a Booking Slip which is enclosed. Please mail the relevant portion back to the club or fax it as directed with your credit card details to secure your place on what will be an interesting and informal day.

## The Grand Prix Track Day *(from page 1)*

The Supplementary Regulations and the Official Entry form for this event are included with the inserts in this newsletter. Please note that in order to participate in this event you will need to have a current CAMS Basic Licence or a Level 2 or superior licence.

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

## Catering

The Club is providing a choice between a Gourmet BBQ or simple fare from a "Club Canteen" in the pits. The Club Canteen will be providing fast food from 8.30 am. Hot food, coffee, tea, soft drink, sandwiches etc available will be available 8.30 am.

## Gourmet BBQ

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

## Entries

Entrants and Drivers must hold a current Level 2 CAMS licence or superior and a current Club Membership must be presented or purchased at Scrutineering. Financial members of a number of CAMS affiliated clubs have been invited to this event. The list of invited clubs is provided in the Supplementary Regulations for this event.

## Entry Forms

An Official Entry Form, Supplementary Regulations and a reply paid envelope are enclosed with this issue. **Entries at a Fee of \$100 for financial members of the Maserati Club (\$120 if you are not financial) will be accepted after Monday, February 22, 1999, up until the day prior to the event.** Entries may be sent by fax provided they are accompanied by credit card details. On day entries (that is Entry Forms not completed and received until the actual day of the event) will be subject to the higher rate as shown on the Entry Form. Entries to the event will be accepted strictly in order of receipt of paid entry fees. Tickets for admission to the Gourmet BBQ Lunch are to be collected on the day at Documentation.

## Something for everyone

Sandown is a great track and provides a perfect testing and learning environment for drivers at all levels. The field of entrants, will be grouped into four classes of comparable speeds, to minimise overtaking and promote a safe controlled environment. The Annual Spring Track day offers something for everyone. Make a point of coming along. Bring your family and friends. It's a fun day as well as a great learning opportunity.

## Maserati Club Hospitality!

To finish the day on a high note, the Club will provide its customary **FREE BBQ and FREE drinks, when the track closes at 5.00 pm.**

We will look forward to seeing YOU at Sandown!



## The JALM Challenge

*an inter-club supersprint for prizes and glory!*  
Calder Park, Sunday, April 11, 1999

Pardon the subscript above, but whilst it may be a bit over the top, we are hoping that this event will prove to be one of the more interesting track days of 1999. Apart from anything else some members of the club will have a difficult time deciding who they are going to represent on the day. There can only be one choice ... that choice is yours.

As mentioned in the last newsletter, the event is intended to make life more interesting for those members who like to put their cars on the track from time to time. **This is not a race meeting.**

With the cooperation of the Jaguar Club of Victoria, the Alfa Romeo Owners Club of Australia and the Lotus Club of Victoria (hence the name JALM) we have planned an inter-club challenge for Sunday, April 11, 1999. Just so you know, the date coincides with the V8 Supercars Endurance race in Adelaide, but as far as we know with no other event.

The essential points regarding Entries for this exciting day are as follows:

- # Each club is limited to 24 entries
- # **Entries will be taken at a fee of \$80 until Tuesday, March 22, 1999.** Persons who have registered their interest in the event by returning the JALM registration in the December newsletter will be given preference if their paid entry is received by this date.
- # Entries received after Tuesday, March 22, 1999 but before 8.00 pm Easter Tuesday, April 6, 1999 (not April 9 as in the Supplementary Regulations) will be accepted for a fee of \$100
- # **Entries will DEFINITELY close at 8.00 pm on Tuesday, April 6, 1999**
- # Unsuccessful Entries will be notified by mail.

The Entry Fee includes:

- # cost of lunch in the VIP Room at Calder Park
- # cost of trophies. Trophies will be awarded by club, class and for the fastest time of day.
- # All drivers completing their allocated sessions will be awarded a Drivers Medallion to mark their participation in the event.

The Event will involve:

- # attendance at Calder at a specific morning time for Scrutineering and practice/track familiarisation, details of which will be provided by mail; and
- # your participation in three timed lap sessions each of which will involve three flying laps.

The JALM Challenge Trophy will be decided in favour of the Club with the highest aggregate point score on the day. The field will be broken into twelve groups of eight cars. In each group of eight cars each club will have two representatives. Groups will be constructed by selecting the two fastest cars from each club to form the first group, the next two fastest to form the second group and so on until 12 (JALM) groups have been formed.

Each of these selected groups, which are expected to be similar in speed, will then complete three sessions of three flying laps each as per a normal club track day. Points will be awarded for each club's placing in each of the completed sessions. Cars which complete each session will be ranked from 1<sup>st</sup> to 8<sup>th</sup> based on the fast individual lap recorded by each car and points awarded to each club on the following basis: 1<sup>st</sup> place (10 points), 2<sup>nd</sup> place (8 points), 3<sup>rd</sup> place (6 points), 4<sup>th</sup> place (5 points) and so on to 8<sup>th</sup> place (1 point). As The JALM Challenge Trophy can be won by ONE point, this means every person's contribution counts.

It should be a great day ... AND you get a FREE Lunch and the usual Maserati après track BBQ and refreshments.

The Supplementary Regulations are enclosed with this newsletter. Get your entry in soon!

## Roll cages: The NEW Rules

*David Floyd long-time Competition Secretary/Event Director of AROCA, Event Director of the MSCA 6 Hour and a valued member and Deputy Clerk of Course at Maserati Club events has offered some words of advice for those contemplating the use of a roll cage in their car or seeking to understand the NEW rules.*

Before discussing the details regarding roll over protection, we need to clarify whether your car needs such protection. This depends on the type of event, the level of event and type of car you have.

Sprints and hillclimbs are called **speed** events. They are not races. All Maserati track days and other sprints we are invited to are **club level** speed events. In these cases no roll over protection is required. To know the level of event you are competing in, check the opening paragraph of the Supplementary Regulations. It will state whether it is a club level, state or national event. (Roll over protection is required at state and national speed events if your car fulfils certain criteria).

Races are a step above speed events. Examples of races are the 6 Hour Relay, the Victorian Motor Racing Championship Series (formerly known as State Race Series) and the Historic Race meetings. To compete you need a Level C3 licence (formerly known as a general competition licence and this entails a driving test, full medical check up and attendance at a lecture). It must be a C3 as the C refers to circuit racing. Furthermore your car needs a log book.

To compete in races, virtually all cars require roll over protection. The main exception is if you are at a club or state level event and your car has a fixed roof and is bodily unmodified. (For example an entrant in the Victorian 6 Hour Relay, who is driving a Maserati Ghibli). However fitting of roll over protection would be strongly recommended for any vehicle competing at race meetings. (It is mandatory if your car is running on slick tyres).

In all other cases roll over protection is required at race meetings.

**What form must the roll over protection take?** Schedule J of the CAMS manual has the details. This schedule applies to club, state and national events. In the 1999 manual, Schedule J states the acceptable materials as mild steel and certain aluminium alloys, however the manual also contains

the regulations which will come into force in Australia for all events conducted under a CAMS permit on January 1, 2000. Under these regulations the minimum material specification is 'cold drawn seamless carbon steel' with a minimum tensile strength of 350 kpa.

On implementation, the 1999 manual states: "Existing cars which have been issued with a CAMS log book prior to December 31, 1999 may continue in competition below International level providing they remain in conformity with the regulations that were in force up to that date; or if the vehicle was first registered prior to December 31, 1992, with the regulations that were in force up to that date."

If you are competing in an International event then the FIA regulations apply. The only acceptable material listed there is steel.

**The material composition of the roll cage is the area where the goal posts are moving.** The FIA regulations are to be adopted across the board from 1 January 2000. Any car not log booked at that date must have a steel roll cage fitted that meets the specified design criteria. Cars log booked prior to that date that have aluminium roll cages will be allowed to continue to compete as long as the scrutineers feel it is of sound construction.

**So if your car currently has an aluminium roll cage, but is not log booked and you intend to start racing, you will need to have it log booked during the 1999 calendar year.** If your vehicle does not have roll over protection at present and you wish to fit one, seriously consider having a steel one fitted. The 1999 CAMS Manual, as noted, has just been released and it contains the FIA based Regulations in it. The design specifications and acceptable construction material are also detailed. There are several engineering businesses experienced in fitting roll cages. You would need to discuss the matter with them and make sure they are aware of the above changes.

Finally if your car is road registered make sure it complies with the Road Traffic Regulations. This is particularly important for vehicles licenced to carry rear seat passengers because of the effect of the roll cage on that part of the car. It is quite likely illegal to carry rear seat passengers if the roll cage is too close to them. (One member rectified this by registering his sedan as licensed only to carry front seat passengers). It would also affect two door vehicles. Worth a thought.

*David Floyd*



## Lance Dixon

Ferrari/Maserati Showroom opens  
641 Church Street, Richmond

On Thursday, March 4, 1999 Lance Dixon will open the doors of the latest edition to his rapidly growing prestige showrooms - Lance Dixon Ferrari / Maserati. It will represent the first official Maserati presence in Melbourne since September 1997 when Lorbek European cars resigned the dealership for the marque. But the circumstances of the famous Italian marque have changed significantly in that time.

As reported in these pages in previous issues Ferrari S.p.A became responsible for the manufacture and distribution of Maserati in July 1997, ceasing production in the Maserati factory in November 1997. Following an investment of almost two hundred million US dollars in upgrading manufacturing processes and facilities, the factory recommenced production in May 1998. With a modern manufacturing plant and an extended executive team of senior engineers and executives from Ferrari the Chairman Luca Di Monezemolo has set the goal to raise the durability of and pride of ownership of Maserati to the equivalent level experienced by Ferrari which had itself undergone significant change during his period as chief executive.

In line with the Maserati and Ferrari worldwide policy of combining the import and distribution of the two marques with a sole importer, Maronello Imports as reported previously was named the sole importer for Ferrari and Maserati in Australasia in 1998. The appointment of Lance Dixon with the Maserati franchise for Victoria quickly followed.

*"Acquiring the Maserati franchise and the relocation of Ferrari to Richmond is a big*

*investment, but it is one that I am sure will have promising results" says Lance, "It is the culmination of two exciting marque cars that I'm sure everyone in the motor industry will watch closely, with much interest; myself included"*

The recent introduction of the Maserati 3200 GT in Paris and its enthusiastic reception by the international motoring press and motoring enthusiasts alike clearly demonstrates that Chairman Luca Di Monezemolo's investment in Maserati has been soundly based.

The Maserati 3200 GT will make its Melbourne debut at the International Motor Show on Friday, February 25, 1999.

## The Maserati 3200 GT a sneak preview

*John Aust who always has his ear to the ground rang me today (Wednesday, February 23, 1999) to see if I could spare the time to take a sneak preview of the new Maserati 3200 GT. Unfortunately I couldn't make it, so John offered to file this report, after he had seen the car:*

As a prelude to the Melbourne Motor Show, 'Today Tonight' the popular evening program on Channel 7 will feature a segment on its program tomorrow evening at 6.30 pm showing the sensational new 3200GT being driven around Melbourne.

With Peter Brock at the wheel and Naomi Robson in the passenger seat the new Maserati will be shown touring The Boulevard in Kew and ending up (where else) than in our own Italian quarter in Lygon Street, Carlton. Set amongst the trendy restaurants and cafés passers-by are interviewed for their reactions and Peter Brock will provide his impressions on driving this latest addition to the Maserati stable.

Although in his early 50's Peter Brock showed a considerable exuberance in conveying what he thought were standout qualities of the car ... power, torque, ride, overall handling. Even the interior trim and styling were commented on positively. He must have enjoyed the car as he spent an extra hour over time driving the car for the film crew.

During filming I spoke to Herbert Appleroth, newly appointed National Sales and Marketing Manager for the Maserati Division of Maronello Imports, who expects an exciting future for this car in Australia. He said that following the recent Birmingham Motor Show over 250 orders had been placed for the

3200GT. "The factory was staggered by the public response" he said. Due to the high demand for the car Appleroth anticipates that imports into Australia won't start really flowing until around July of this year.

Having now seen the car 'in the flesh' and hearing Brock's positive feedback on its overall driving qualities, I feel that Maserati have hit on a certain winner with the 3200GT.

*John Aust*

## Melbourne International Motor Show

### Melbourne Exhibition Centre February 26 to March 8, 1999

As we noted in the last issue of this newsletter the Melbourne International Motor Show is on again. Whether your thinking about buying a new car, want to have a look at what is coming down the pipeline or simply want to check out the range of vehicles up for auction at the Shannons Official Grand Prix Auction, then there is plenty of reason for you to make the time for a trip to the Melbourne Exhibition Building ('Jeff's Shed').

The car show opens on Friday evening (February 26) and continues unabated until Monday, March 8, 1999. Whether you are interested in looking at the new Monaro or the Maserati 3200GT, I am sure, like always, there will be plenty to see ... and spend your money on!



## The Official Grand Prix Auction

### Monday, March 9, 1999

It sometimes pays to write a newsletter. Ever wondered how Shannons got all those cars from their showroom and offices in Warrigal Road, Cheltenham to 'Jeff's Shed' on Southbank? Well some are owner driven, some are trucked in, but many are driven by 'volunteers'. Because of the location of the cars included in the Official Grand Prix Auction at the Melbourne Exhibition Building (they line the public concourse that faces the Yarra River) it is necessary to get the cars in on the one

day so that preparation for the Melbourne International Motor Show vehicle display stands can proceed unhindered. A 'few' are given the opportunity to ferry some of the cars the 25 km from Cheltenham to Southbank.

When Doug Willersdorf-Greene who is co-ordinating the auction for Shannons asked what I was doing on Monday, February 22, 1999 a week or so ago, I said "Nothing.". After all it was the day after the conclusion of Rally Tasmania/Lactos Heritage Rally and I was due to fly back to Melbourne early that morning. When Doug said "Well what about driving a few different cars to the auction site", I thought why not.

The decision proved to be a good one as I got to drive three quite interesting cars. The first was an early Lotus Cortina. Haven't driven one of these for a number of years. This one had been well used, but was very original and appeared to have never been near a circuit for a track day let alone a race meeting. The second was an English kit car call a Panther running an Escort twin-cam motor. This car was beautifully prepared and ran well, albeit much better suited with a finer physical profile than mine. Whilst probably not a car to go racing with, it would nonetheless prove ideal for the 'wind in the hair' trip to the Mornington Peninsula on a sunny Sunday morning.

The last car was a more recent incarnation of the Ford Mustang. Now more of luxury heavyweight for freeway cruising than the GT car of its forbears, it nonetheless had lots of power and was in excellent condition. Like many of the cars featured in the Shannons Official Grand Prix Auction it was an unusual, if not unique car, which no doubt will make its new owner very happy.

If you are intending to go to the Melbourne International Motor Show, then do what nearly 300,000 others did last year and have a close look at the wide range of vehicles of all ages and types, motor bikes, paraphernalia and memorabilia that make up the Shannons display on the public concourse. Who knows, you might find something you'd like!



**driveskill**  
international

## Driveskill wins CAMS Licence Testing Contract

The name of Jim Murcott is synonymous with CAMS Licence testing. Chances are if you obtained your General Competition licence in the last ten years, then you attended a Jim Murcott Advanced Driving Program. In fact Jim Murcott has been conducting the General Competition Licence testing for CAMS for twelve years. Many of you will therefore be surprised to learn that Jim Murcott no longer holds the contract.

Amongst the recent news from CAMS is the announcement of the decision to award the contract for CAMS Licence Testing to club member Geoff Fickling and his colleagues at Driveskill International Pty Ltd.

Prior to 1996 Jim Murcott largely had the CAMS Licence testing 'market' to himself. Toward the end of 1996 CAMS decided to put its licence testing requirements to tender and arrived at a policy of appointing one official licence tester. The decision for the first two year contract period was relatively straight-forward as Jim Murcott was the only tender applicant.

In the latter half of 1998, when tender applications were called, The John Bowe Driving School and Driveskill joined the queue with Jim Murcott for consideration. CAMS appointed a sub-committee to evaluate the licence testing proposals. At the recent meeting of the Victorian State Executive Council of CAMS it was determined that Driveskill International be appointed the Victorian CAMS commercial driver evaluator for the next two years commencing in April, 1999. The Driveskill appointment therefore ends Jim Murcott's long association with the testing process.

Who is Driveskill International? Founded in 1989 in Melbourne, Driveskill International was originally known as Roadskill Advanced Driving and was based at Calder Park Raceway. The Company was founded and continues to be operated by Geoff Fickling and Jennie Hill.

In 1992 following an extensive review of driver training practices and experience gained in the field, major structural changes in the content and training methods offered by the company were implemented. The company also changed its name at that time to coincide with these changes.

A principal change was the decision to emphasise behavioural and attitudinal development in driver programs, rather than focus on cognitive or skill-based development, as the former had proved to be much more effective in achieving crash reduction objectives - the company's primary business focus.

It was also realised that the use of race track venues for normal defensive driving programs negatively affected both vehicle and driver safety during training. It severely compromised the ability of Driveskill to ensure substantial crash reductions would be maintained after training. Therefore, programs were re-designed and significant instructor training modules were implemented, coinciding with the acquisition of exclusive, non-race track training venues in Melbourne and Sydney.

To accelerate its development in the corporate sector Driveskill gained four School Sponsors - Subaru, Ampol, AMEV Insurance and Michelin - who not only proved to be committed sponsors but strong advocates of Driveskill's teaching and training methods.

From there Driveskill grew quickly, concentrating on servicing the needs of Australian corporations. In 1993, Driveskill was invited to assist the Government of Brunei in re-designing their Learner, Police and Emergency Vehicle driver training and in providing an extensive range of programs for Shell Brunei. Also in 1993, Driveskill became the exclusive provider of driver training services to the Federal Government Vehicle Fleet, Australia-wide. In 1994, Driveskill gained exclusive Preferred Supplier status with B.H.P. world-wide.

However, Driveskill has never neglected the advanced and performance sphere of driver training, which has been a core activity since inception. Many clients, large and small come to Driveskill for high performance courses, which are generally tailored to specific requirements.

The high quality standards and the customer service ethic and genuine care for customer needs which appear to be intrinsic in Driveskill's operation seem to have served it well. Its ability to tailor programs to meet the needs of its clients, on and off the

racetrack, have helped it win support from many different quarters.

Driveskill clients include Porsche, Audi, Mercedes Benz, Holden, Jeep, Nissan, Honda and several other vehicle manufacturers for staff/client training, entertainment and assistance with vehicle launches; on going training services for companies including, Federal and State Governments, National Defence Forces, Telstra and many more; Car Clubs such as Porsche, Volvo, HDT and Subaru; specialist training for participants in the Duttons Grand Prix Rally and Targa Tasmania; provision of stunt and precision driving services for advertising campaigns; Corporate entertainment services for a range of companies including Coca Cola, Norwich Insurance, Telstra and many others.

Driveskill today offers a wide range of services ranging from pre-learner, motor vehicle, 4WD, defensive driving, advanced driving, high performance driving, Chauffeur and anti-terrorist programs and custom-designed courses to meet specific client needs. Our congratulations to Geoff Fickling and his colleagues at Driveskill on their recent success.

## Club Regalia Polo Shirts and Caps

Last year the club has had made up a limited quantity of polo shirts and club caps. Both items were of good quality. Unfortunately we underestimated the likely demand for these items and only a few are left. We plan to make more available in the next month or so.

The shirts which are quite distinctive in design. Available in red with a small trident lining the collar and short sleeves with a small Maserati Club of Australia logo on the chest. A wide range of sizes suitable for both men and women are available. The Club caps are of 'one size fits all' variety. They are available in blue and have a modified version of the club logo.

<b>Costs are:</b>	<b>Polo Shirts</b>	<b>\$30</b>
	<b>Club cap</b>	<b>\$15</b>

If you are interested in obtaining one of these exclusive items, then, ring Carol Williams on (03) 9745 2700 most evenings.

## The Weekend Away February 6 - 7, 1999

Not much feedback concerning the week-end away. Perhaps those who went are still there!

## The Motorsport Training Program

**Motorkhana Sessions**  
**Williams Airbase, Laverton**  
**Sunday, February 14, 1999**

In early December last year with the help of Geoff Fickling and his colleagues at Driveskill International we conducted a performance driving day at Sandown with the objective of helping members improve their lap times at the circuit. It was a very successful day and those who came along (the day was limited to 24) not only learned a lot, but also had a great day.

When planning this years calendar we thought it would be a good idea to develop the concept a bit further so we planned to have:

- # a day focussing on basics like handling, acceleration and braking and putting it all together in some testing motorkhana sessions; and
- # a day focussing on high performance driving at race circuits with the focus on cornering skills, apexing and lines, gear use, high speed braking and developing technique and smoothness.

The first of these two days which we collectively labelled 'The Motorsport Training Program' was held at Williams Airbase at Laverton. The second day is scheduled for the end of November this year. Both days of the program are run by Driveskill International and their team of expert instructors.

At Williams Airbase, Laverton on Sunday, February 14, 1999 some 23 club members presented themselves on a warm, but overcast morning to participate in the event. The first part of the day was spent on a bit of theory and then it was out onto the bitumen expanse of the apron in front of the disused aircraft hangars. It was ideal environment for the day to follow.

The first session on the tarmac was an acceleration and braking skill test which was conducted in two different formats at increasing speed levels. The braking area was saturated with water and the test involved stopping the car from a given speed, without locking up, in a given distance. Those without ABS therefore concentrated on learning and applying the skills involved in Threshold Braking, whilst those with ABS got to see how well it worked.

One of the tests was straight forward and involved the car accelerating and braking in a straight line. The second skill test was a bit more complicated. This test involved a swerve to the left or right whilst applying the brakes in order to enter a designated 'right' or 'left' garage. In the centre and to the rear of the garages stood a cross with an orange light on each side. Right at the moment of braking, one of the lights would flash on to indicate which garage ('right' or 'left') the vehicle should be stopped in. On approaching the braking area all eyes were focussed on the lights. There were some interesting (and humorous) results.

Following lunch which was supplied by the club within the Entry Fee two motorkhana tests were laid out. One was very tight and required the car to be moved quickly from right to left in a circular motion on full-lock. The smaller, lighter and more nimble cars excelled in this test.

The second test provided those with a bit more power to get it to the ground and accelerate quickly through a convoluted combination of short straights and bends. Those with cars with a good combination of power and handling did well on this one.

Following a practice period and some instruction on each test it was time to see how much we had learned on the day. Times were taken on a least three attempts at each of the two courses. The problem for most was what had begun as a reasonably warm overcast day had turned into a cloudless hot one with the sun beating down and pushing up the temperature to the mid 30's and certainly beyond that in some cars.

Given the prevailing weather conditions in early March it was probably an ideal dry-run for those embarking on the Grand Prix Rally and the many motorkhana tests it involves.

Whilst many who attended on the day were seeking to hone their skills for the forthcoming Grand Prix Rally, others with no particular event in mind were

seeking to explore the handling limits of their vehicles and making a valuable investment in the development of their own skills. About one in three of those attending had never been involved in a day like this before and it was interesting to watch their progress throughout the day.

On the short tight test the quickest driver on the day was Geoff Beable in a Nissan 200SX, whilst the most consistent (ie best matched times) was Craig McIntosh in the diminutive Suzuki Cappuccino. In the longer test the quickest driver was Martin Rogerson in Geoff Beable's 'other' Nissan 200SX, whilst the most consistent was Stephen Lack in a Nissan GtiR.

At the BBQ and presentation which concluded the event Geoff Beable was presented with a club polo shirt and cap as having the quickest times across the two tests. Driveskill donated one of their company caps to each of the other winners.

A day or so after the completion of the event, Geoff Fickling dropped me a note with these comments concerning the day:

*"Memorable moments included Deano Brandi in his Porsche Turbo doing a banzai run on the long course, but spinning just before the finish and entering the garage backwards! Jeff Beable & co attacking both courses with gusto in their well sorted 200SX's and Stephen Lack in the best handling GtiR I have ever seen!"*

*We felt really sorry for Steve Smith, who had a rotten time just getting to the venue, then his Ferrari 246GT just would not co-operate during the day, even suffering a broken window from his frustration in attempting to close the door! Lara Schendzielorz also had a rough time, the V12 Jag just not suited to the tight stuff and the heat, but she did an admirable job in my borrowed GtiR."*

It was a good day and I think enjoyed by all those who attended.

Thanks to Geoff Fickling, Bill Fifis, Greg Haysom and Jennie Hill from Driveskill. Very special thanks to Norman May, Alison Rose who gave up their time on the day to come along and act as stewards as required under our CAMS permit and thanks also to Nerida Beable who helped out with the timing on the day.



## Rally Tasmania Lactos Heritage Rally February 19 to 21, 1999

The Computerland Rally Tasmania/Lactos Heritage Rally, situated in and around the environs of Burnie on Tasmania's north-west coast, would have to be the fastest growing closed-stage tarmac rally in the country. In the past three years support for the event has tripled and the running of the 1999 event saw 129 drivers get themselves to the start line.

Whilst Rally Tasmania has a 20 year history it was pretty much in the doldrums until the entrepreneurial flair of Event Director Tony Wright rejigged the event and added the Lactos Heritage Rally to the program. Since then the event has taken off. Why?

First of all it is inexpensive. Secondly it starts on Friday afternoon (taking advantage of daylight saving) and finishes mid-afternoon on Sunday. Thirdly, you get to tackle 16 special stages, so a lot happens in a very short space of time. Fourthly if you are short of time and from Victoria then the Brambles Shipping service is outstanding and if you have more time to kill then the TT line provides you a choice of services. Fifthly it is in Tasmania and covers territory similar to Targa Tasmania and shares one legendary closed stage (Hellyer Gorge) with that event. Sixth the closed special stages vary widely in their challenges and the Savage River stage would have to be one of the best anywhere. Seventh: the event is professionally managed, with competent officials and highly organised well-trained intervention units in case of emergency. It is simply the best value for money event in Australia (or probably anywhere else for that matter!).

Des Dillon and I had a complicated event. Taking advantage of the Early Bird entry fee of just \$510 I had entered the trusty Dino early in 1998. In the meantime Des had ordered one of the new Japanese rockets a Subaru WRX STI. The deal was if the WRX arrived prior to the event we would swap cars. Well it started out OK.

The Subaru arrived in mid-January which gave us time to consult with Tony and advise him of a change of plans. It also gave Des some time to drive the car and to become familiar with the handling, fit a roll cage and terratrip. The final stage of the plan was to take the car to Winton two weekends prior to the event to do some final acclimatisation. The plan was to run the car at the circuit and do a few laps to make sure everything was working. That's when things went wrong.

By the time the car arrived at Winton it had barely more than a 1,000 or so kilometres on the speedo. Chris Stephen who had taken delivery at the same time was in a similar situation and was also at Winton on the same weekend. Two cars, similar mission. Chris probably would have managed 100 laps or so around the circuit, Des got very few. Not long after putting the car on the circuit a 'knock' was evident in the motor. Doing the right thing the car was retired. A day or so later after the motor was pulled down by the dealer it was discovered a piston had melted and the cylinder wall was damaged. The problem ... a faulty injector.

To cut a long story short it was back to the Dino 308GT4 for the event and a new engine for Des.. Tony Wright, as usual, took it in his stride but from that point on decided to call us the "Yo Yo" entry.

I got to the event early and took the scenic route to Burnie from Moorabbin airport via King Island courtesy of AusAir. Living on the southern side of Melbourne not too far from the Moorabbin airport it was a good choice. The small twin-engined plane flew low enough to spot the stains on the washing on backyard clotheslines, but high enough to get a great vista of Port Phillip Bay and environs, farming life on King Island and the magnificent coastal scenery of Tasmania's north west coast. It was the second year in a row I had chosen to ignore the larger commercial airlines for this trip and for me it proved not only convenient but enjoyable as well.

Although I arrived on the Thursday some participants had arrived a day or so earlier to pace-note the course. Having spoken to a few of these eager souls prior to departure I went down to Burnie totally rugged up expecting the usual ran and mist. On arrival the rain had disappeared and I was greeted with sunshine and blue skies. It stayed that way for the three days of the event, with nary a damp road to be seen. In fact Hellyer Gorge was something akin to a reformed alcoholic ... completely dried out, a fact that many former Targa Tasmania competitors doing the event for the first time had difficulty coming to grips with! Given that

Hellyer Gorge is the first stage out of Burnie on Day 5 of Targa and it is early morning and usually 'mid-winter' conditions with full overcast and rain, mossy slippery roads, with little if any visibility, their consternation was easy enough to understand.

The event got underway on Friday afternoon with a couple of 'offs' slowing proceedings a bit. I found myself in the navigator's seat for the first time in a tarmac rally for those Friday afternoon stages, something I had not experienced before. Des drove like a champion. As for my navigation, well the verdict is still out ... Des has yet to give me an honest appraisal!

Saturday morning I was back in the Driver's seat. With one completed stage and one stage downgraded due to a long deposit of oil on the road surface, the event was tragically interrupted at the commencement of the third stage for the morning. Vaun 'Snow' Guthrie and Victor Huddlestone in their 1999 Subaru WRX STI. had left the stage we were to complete next at speed and hit a tree. The emergency intervention teams were on the spot within three minutes. Unfortunately there was little they could do. As we were to learn later both died instantly.

The circumstances were handled with the highest level of professionalism by the organisers. The rally continued following cancellation of the fatal stage and the one to follow with an immediate adjournment to Cradle Mountain, the scheduled lunch stop.

As CAMS reminds us on our Entry Forms for all events and as the organisers of this event pointed out at emphatically at the Driver's Briefing *"motor racing is dangerous and accidents causing death, bodily injury, disability and property damage can, and do, happen"*. My thoughts and sympathies, as I am sure yours are, go to the family and friends of Vaun 'Snow' Guthrie and Victor Huddlestone.

It is also fitting to congratulate Tony Wright and his very professional team of officials on the sensitive way in which they handled these very difficult and most trying of circumstances.

The Saturday afternoon of the event was largely conducted in the environs of Rianna and Gunns Plains. It was an eventful afternoon. The 'off's' of the morning merely presaging those to follow in the afternoon. Whether few, most or all of these were due to incorrect reading of pace notes is not known, but one interesting 'off' involved Mike Gigante in his 1959 Austin Healy Sprite who was

given a 'L4' or similar by his navigator and so set the car up on the right hand side of the road expecting to turn left, when the call should have been 'R4'. The end result was Mike failed to cross the bridge that he had to turn 'right' on to and ended up missing the bridge entirely and finding the bushes to the left. Both car, driver and navigator I understand were OK but somewhat embarrassed by their predicament.

The Sunday of the event is relatively straight forward. A short relatively easy stage (5.45 km) followed by Hellyer Gorge (15.55 km) and Savage River (26.17 km), then lunch and then Savage River and Hellyer Gorge in reverse to conclude the event. Unfortunately it didn't work out that way. The first 'easy' stage saw a car off and the stage downgraded. Hellyer Gorge claimed one or two casualties, but Savage River I am lead to believe accounted for eight.

The outstanding drive of the day was put in by Miles Sandy in his 1998 Subaru Imprezza WRX RA which blitzed Ray Lintott's 1998 record Savage River time in his 1996 Porsche 911 4WD Turbo of 14.29 by 49 seconds recording 13.40 for this tortuous 26 km trip.

Miles Sandy & Michelle Murphy in due course won the Computerland Rally Tasmania component of the event from Graham Alexander & David Stewart in their 1998 Mitsubishi Lancer EVO 5 with Stephen and Phillip Sims holding down a meritorious third place in their aging but highly developed Ford Escort.

Club members competing in the Rally Tasmania component of the event included Chris Stephen & Adrian Mortimer in their 1999 Subaru Imprezza WRX STi., Winston Kim & Lawrie Pitt in their 1997 Porsche 911 Turbo, Steve Chiodo & Mary Blecher in their 1997 Lotus Elise, Peter Washington & Tim McNeilly in their Toyota MR2 Turbo, Andrew Gregory & Greg Aimers in their 1997 Maserati Ghibli Cup, Bernard & Robert Case in their 1992 Mitsubishi Lancer GTR, Stephen Lack & Lyndsay Marr in their 1991 Nissan Pulsar GtiR, Mick Case & Christopher Case in their 1988 Peugeot 205GTi, Ian Percy & James Stewart in their Porsche 944 S2 and Steve Phillips & John McNiece in their 1995 Nissan 200 SX.

In the Lactos Heritage Rally for cars built prior to 1976 the winners were David Cooper and Simon Healey in their 1970 Holden Torana GTR followed very closely by Ross & Ruth Williams in the redoubtable 1965 Elfin Clubman. Jeremy Brown (Clerk of Course in the Classic Adelaide) & Lyndall

Drake took out third place in their 1969 Lancia Fulvia 1.6HF.

Club members competing in the Lactos Heritage component of the rally included: John Bryson & Helen Shaw in their 1962 Jaguar E-type lightweight, Brian & Stephen Canny in their 1969 Alfa Romeo GTV, Peter Eames and Vic Spiteri in their 1970 Jaguar XJ6 Series I, Stewart Webster and Geoff Taylor in their 1963 Porsche 356, Andrew Ogg & Mike Mier in their 1970 Ford Escort Twin-cam, John & Kay Ould in their 1952 Sunbeam, Peter Kyriakidis & Will Logan in their 1970 Ford Escort RS1600, Reg Kenny & Mae Lin Hendry in their 1960 Jaguar Mark II 3.4, Brendon Dillon & Graham White in their 1926 Minerva Brooklands and John Harvey & Colin Stark in the 1967 Alpine Renault A110 1600S.

There were of course many more familiar faces often seen at Club track days.

What were the highlights of the event? Just being there and doing the event was as usual a highlight in itself. Meeting the many friends created from past or recent event is of course another.

At the presentation of prizes during the afternoon at the conclusion of the event I must admit it was refreshing to hear Ross Williams thank his daughter and navigator for her contribution and apologize for the 'wild ride' he gave her as he explained he didn't run the event on pace notes. In an event where the norm appears to be pace notes it was encouraging to hear someone with Ross's recent outstanding record confess that he was not a user. As one who drive's without pace notes and increasingly watches the field go by, I must confess that Ross's performance in this event appears even more outstanding.

One driver in this event who appeared to be going at a great rate and destined for great things was let down badly by the mechanical failure of his pretty blue French car. Problem is I got the blame. It would appear that this now makes the third consecutive event we have been in together and on each occasion the mechanical gremlins have forced the pretty blue French car out. Now I don't know how I've managed to achieve this, but whatever it is, it is obviously effective!

Last but not least is the problem of body mass and when to have the last drink on a rally. These days all competitive events including tarmac rallies require a zero alcohol reading. One enthusiastic driver, well known for his capacity to sink a few, found to his embarrassment that his reading on Saturday

morning following a small late night drink was 0.008 at an early morning breath test. Fortunately it was well under the legal limit and even more fortunately it got back to ZERO by the time he got to the start line ... but it all goes to show, you do have to be careful if your are the svelte nordic type!

## *Maserati*

### The Club Library

If you would like borrow a book from the Library, or if you would like to donate a book, then please contact 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
- # Orsini, L & Zagani, F "Maserati: A complete History from 1926 to Present" Libreria Dell'Automotive, Italy, 1980
- # Pasini, Stefano "Lamborghini Catalogue Raisonné" Automobilia, Italy, 1984
- # 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



**TARGA TASMANIA**  
*The Ultimate Tarmac Rally*

## News from Targa Tasmania April 27 to May 2, 1999

On January 28, 1999 Targa Tasmania issued three press releases that should be food for thought amongst those competing in the event and those who like to follow the fortunes of Targa.

To simplify matters we have produced the Press Releases below, just in case you haven't caught up with them yet.

### **King of the Mountain is Coming**

Just when you thought he had retired, Bathurst legend Peter Brock will join the Classic Competition contenders in this year's Targa Tasmania.

The nine time Bathurst winner will compete in the eighth running of Targa Tasmania one of Australia's premier international events. The Australian motorsport legend, who has dominated the sport over three decades, will be driving a 1973 LJ Holden Torana XU1 prepared by his son James.

It is well documented that since his full time retirement in 1997 Brock has given more time to his farm and on-off motorsport events, such as the 1998 Round Australia Rally, where (like a true champion) he finished on the podium in 2<sup>nd</sup> place.

Event organisers are extremely pleased that Brock has chosen the Classic Competition, *"Peter will naturally be extremely competitive, whatever he drives,"* said Targa Tasmania Managing Director, Robin Wheeler. *"He will add yet another historic dimension to Targa Tasmania and we expect a rush of entries from people who can one day tell the kids that they competed alongside Peter Brock."*

The first day out for Brock will be the Temco Prologue at George Town, which will determine the running order of the field. Organisers are expecting a large crowd of spectators, who will come to see how the man who has recorded more pole positions and race victories than any other driver tackles the first challenge of the event.

Son, James Brock (22) will experience his first taste of rally navigating. The event is notorious for the accuracy it demands of its corner callers. Brock's uncanny ability to read the road conditions and preserve cars could be a key element in his drive.

*I wonder whether he'll be using pace notes? When completing the "Application to Compete" form which is part of the Entry Forms, Brock, like all Drivers is asked to provide details of his motor sport experience. According to Targa officials, who have seen many vastly less experienced drivers fill a foolscap page, Brock simply wrote: "Various circuit and Off-Road events."*

### **Bates and Taylor to showcase the new Lexus**

Australian Rally Champions (1993, 1994 and 1995) Neal Bates and Coral Taylor are back for Targa Tasmania 1999 and they will debut the new Toyota Lexus IS200 in it's first taste of competition.

The Lexus is entered by Neal Bates Motorsport and will be prepared by Neal Bates with the backing of Lexus Australia. The motorsport debut of the brand new Lexus will be the toughly contested Modern Competition (1977 1999 vehicles). The Lexus was unveiled at the Sydney Motorshow last October and will be on sale on showroom floors in Australia this March.

Will Bates put the Lexus in cruise control? History says he will be driving flat out. Bates and Taylor were top of the podium in 1995 in a Toyota Celica Grp4 Rallye, pushing Jim Richards and Barry Oliver into second place in their Porsche. The 1994 event was a different story with a holed radiator forcing them out of the event on the very last stage after setting a blistering pace and leading the field comfortably.

The Bates/Taylor partnership is targeting a top ten finish in the Modern Competition.

It is said that the only air that will be on in the luxury tourer will be hot as the Toyota team will be heading for a podium finish. The competition prepared Lexus is powered by a 2 litre inline 4 with twin overhead cams, VVTi and four valves per cylinder developing 154 kw that is transferred to the rear wheels through a six speed gearbox.

### **Large International Contingent in 1999**

As at January 28, 1999 there are nine international teams and four more teams that have international

crew members. Competitors are coming from Japan, the United States, South Africa, United Kingdom, Canada, Thailand, New Zealand and Indonesia. At least another four international entries are en-route from Germany and Japan.

Managing Director of Targa Tasmania, Robin Wheeler commented *"Targa Tasmania has a world-wide reputation for delivering a multi-million dollar display of vehicles. With the three competition structure of Shannons Historic, Classic and Modern we are seeing the top drivers like Bates, Brock and Richards all doing battle for line honours in very different types of cars. A lot of local and mainland drivers will want to compete against the best - this is the only place they can!"*

Based on the motor sport calendar for 1999 however, it would appear most unlikely that Jim Richards will be at Targa Tasmania this year to defend his crown and make history by winning the event for the fourth consecutive year. The reason for the speculation is simple. Jim has commitments with Volvo in the Supertourers and according to our club calendar he is scheduled to be driving his Volvo at Calder on Day 4 and 5 of Targa Tasmania. Irrespective of that apparent conflict he is listed on the most recent list of entries (February 8, 1999) as driving car 811 a 1996 Porsche 911 Turbo with Barry Oliver. It would be difficult for even Jim to be in two places at once, despite his record of trans-Bass straight plane flights. I guess we will have to wait and see.

The number of entries listed as at February 8, 1999 in the event was 180.

## **Do you want to go racing?**

### **The 1999 Six Hour Relay Race**

#### *The Ultimate Team Event*

### **Registration of Interest closes on Wednesday, March 31, 1999**

The Marque Sport Car Association's 6 Hour Relay race will be held this year at **Winton** on Saturday (Qualifying) and Sunday (the race) on **August 28 and 29, 1999**. As those of you who were in the club team in 1997 and 1998 are aware this is a great event ... no matter whether you drive or act as an official.

Because we want to get moving with team organisation and give ourselves plenty of time to plan this event we need you to register your

interest in participating in the event no later than Wednesday, March 31, 1999. If you register as a Driver beyond this date we can not guarantee that you will get to participate in the event. Currently we have **FOURTEEN DRIVERS** registered for the event and we anticipate that we may run up to four teams.

As you may be aware the Six Hour got back on the CAMS calendar in 1997. The Maserati Club was one of the twelve or so to field a team in the 1997 event. In 1998, some 26 teams lined up on the starting grid. In 1999 the track density limit will dictate that no more than 34 teams line up.

Starting with a single team in 1997 and two teams in 1998, the Club is shooting for at least three teams in 1999. Unlike in 1998 where the event conflicted with other events, **this year there are no conflicts** with Group A, Supertourers, GT-P, Porsche Cup or any closed-stage tarmac rally. So if your calendar has a blank spot for the week-end of August 28 and 29, 1998, then write this event in now!

To drive in the event, you must:

- # have a CAMS Level 3 circuit competition licence or superior;
- # have a CAMS log book for a Category 2, 3 or 5<sup>th</sup> category vehicle.

Both of these items are relatively easy to obtain and if you are starting out in motorsport you have plenty of time between now and August.

To participate in the event as a driver the cost will be ca \$350 which includes entry fee, purchase of competition numbers, hire of Dorian transponders, team polo shirts and caps, garage hire, catering and fuel costs. It does not include costs of meals and accommodation or the costs of private practice on the Friday prior to the event. Officials will be asked to meet their costs of accommodation, but will be provided with team polo shirts and caps.

To get three teams to the grid in August, 1999 with the necessary support officials we have to start our detailed planning in April to ensure that we can announce the teams as early as possible and give both drivers and officials time to prepare.

#### **We need Officials!**

The premium this year is likely to be on our team of officials. Simply put the team can not function

without proper support. This is a team event and team officials are a critical success factor. To be an official you must be able to attend on both days. No previous experience is required. Each team requires a minimum of four officials to assist in such tasks as marshalling team cars, timing, lap scoring and team management.

If you are interested in participating in this exciting event as a driver or as an official then complete the "Yes, I'll go Racing" flyer enclosed and return it by fax or by mail as soon as possible, but certainly before Wednesday, March 31, 1999.



## 1999 Winter Classic Rally Queens Birthday Weekend June 12 to 14, 1999

This is just a note to advise that the Winter Classic Rally, now in its third year, is scheduled for the Queens Birthday weekend in June this year. This event which involves a number of closed road stages and has become increasingly popular.

Priority expressions of interest in this year's event were mailed some time ago and I am advised that planning for the third Winter Classic Rally is now well underway. The 1999 event will be limited to 60 cars. Those places are likely to be filled quite rapidly if they haven't been filled already.

The entry fee of \$900 is most economical considering that it includes breakfasts, lunch and dinner, including the presentation dinner on the last day of the event. It does not include beverages at the evening meals or accommodation. A number of Club members participated in this event last year and were most enthusiastic about this event, which sits alone on the Club calendar at this time of year

... unless you're involved in the State Race Series. A number of Club members I am aware of have already lined themselves up for this event, so if you are thinking of participating you might have to get a move on!

The event comprises a 3 day touring road daylight rally centring on Ballarat. The event includes some testing driving tests, navigation and special stages. There are vehicle classes for Classic, Post-Classic and Open. There is likely to be a pre-event function in Ballarat (Rally Headquarters) on the Friday night to kick the event off. The report time to start the event will be early on the Saturday morning. Each day will be about 300 to 400 km, but to make things more civilised you return each night to Ballarat.

The location of the event headquarters will move in 1999 from Mercure Inn to Blythwood Grange. The organisers say: "As this is a Classic Rally we have now been extremely fortunate to be able to secure this classic venue for Rally Headquarters in 1999. We are quite excited about this. Blythwood Grange has excellent accommodation facilities and 'motel type rooms' in a truly grand style, with excellent function rooms, many guest lounges and TV rooms all house under one roof in magnificent heritage buildings set in 25 hectares of gardens and lake."

If you are interested in participating in this event which has set its objective as being "the best organised and the best value for money Classic Rally in Australia" then you had better act quickly. An entry form is included with the inserts to this newsletter.

If you would like further information then contact **Alan Ballard** the Event Secretary on (03) 5332 2109 (AH) or (03) 5327 9232 (BH) for write to him at: Winter Classic Rally, PO Box 400, Ballarat, Vic., 3353. There is also a website: [www.winterrally.ballarat.net.au](http://www.winterrally.ballarat.net.au)

## New Members

The Club is pleased to welcome 21 new members since the beginning of January, 1999

Barton, John	MT ELIZA VIC
Canny, Brian	BALLARAT VIC
Canny, Steve	WENDOUREE VIC
Case, Mick	NORTH BALWYN VIC
Chia, Donald	MITCHAM VIC
Gove, John	PLENTY VIC
Jorgensen, Karen	BERWICK VIC
Kyriakidis, Peter	BALWYN VIC
Lack, Philip	HEIDELBERG HEIGHTS VIC
Palmer, Michael	CANTERBURY VIC
Percy, Ian	TOORAK VIC
Placentino, Francis	BRIGHTON VIC
Sawyer, Andy	ROWVILLE VIC
Searle, Neil	BRIGHTON VIC
Seward, Bill	SORRENTO VIC
Shannon, Ian	MOUNT WAVERLEY VIC
Smith, Steve	MC CRAE VIC
Vajda, Kim	EAST DONCASTER VIC
Wan, Edwin	MELBOURNE VIC
Yeoh, Stanley	BOX HILL VIC
Zvara, Albert	SCORESBY VIC

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

## CLUB WINE OFFER

Don't forget to buy some of the Club wine specially selected and labelled for members. An order form for the wine is enclosed. For further information contact John Fitzpatrick at 'The Swallows' at 192 Station Street, Port Melbourne (03)9646 27446

## The 1999 Club Committee

Maserati Club of Australia, Inc.

PO Box 6058 CROMER VIC 3193

Contact numbers for members of the 1999 Committee are:

President	Jim Reark	9583 7675
Vice-President	Carol Williams	9745 2700
Treasurer	Andrew Gregory	9560 8999
Secretary	John Hardy	9387 8229
Committee	Mario Lombardi	9787 9535
Committee	Jon Sheiman	9563 6000
Past President	John Aust	9836 2495

The Committee meets on the first Monday of every month (other than public holidays, when it's the 2<sup>nd</sup> Monday) at 6.30 pm at Bells Hotel & Brewery at 157 Moray Street, South Melbourne. Any member is welcome to attend.

### We need Officials!

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

### VALE

It is with deep regret that we record the sudden passing of Douglas Huntley the Founder/President of the Maserati Register on Sunday, February 21, 1999

Douglas was well known to Maserati owners and enthusiasts both in Australia and overseas particularly in the US and UK. He was an active member of Club Maserati Australia in Sydney and in recent years worked as that club's Historian.