

President's Day

Concours Awards & List of Entries

Sunday, November 1, 1998



Howe Reserve &
The Swallows
Port Melbourne



**Maserati Club
of Australia**
Incorporated

Il Tridente: Located in Bologna's Piazza del Nettuno. It is this distinctively shaped trident head that inspired its adoption as the symbol for Officine Alfieri Maserati SpA. The red and blue of the Maserati badge are traditional Bologna colours.

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Following a 'rest' in 1997 the 'President's Day' returned this year to a new location at the 'Howe Reserve' adjacent to member John Fitzpatrick's 'The Swallows' hotel. The reserve proved to be a magnificent setting for the event and apart from the forty or more cars entered for the judging for the President's Trophy, category and marque awards, many more fine rare and exotic cars arrived on the day to compliment the contingent competing for prizes. A range of etched glass and other magnificent trophies and prizes were provided on the day, funded in part by the entry fee. The quality of trophies will, I am sure, encourage even greater participation in 1999.

The official list of entries for judging purposes is shown in this document, albeit that late entries have not been included due to insufficient space. Each owner entering a vehicle for judging was asked to provide some comments concerning the vehicle entered. These comments were included on the display card for each vehicle and have been reproduced below.

The 1999 Maserati Club of Australia's President's Trophy was this year awarded to Mr Tony Osborne for his magnificent 1922 Delage/Hispano Suiza Special. Our congratulations! The complete list of trophy winners for 1998 were as shown below. Our congratulations to all trophy winners and other participants for their efforts in preparing the cars and particularly for their participation which made the day a great success.

The President's Trophy	Mr Tony Osborne, 1922 Delage/Hispano Suiza Special
Major Categories	
Best Race Car (any period)	Mr John Hardy, 1967 Alpine Renault A110 1600S Gr4
Best Vintage & Veteran	Mr Bill Combs, 1937 Jaguar SS
Best Historic	Mr Michael Denison, 1954 Austin Healey BN1
Best Classic	Mr John Maher, 1972 Ferrari 365 GTB4 Spyder
Best Modern	Mr John Hardy, 1988 Alpine Renault GTA
Best Contemporary	Mrs Dee Stephen, 1998 Mercedes Benz C43 AMG
Marque Trophies	
Best Maserati	Mr Phillip Schudmak, 1962 Maserati 3500GT Vignale Spyder
Best Ferrari	Mr Tom Warwick, 1996 Ferrari 456 GT
Best Lamborghini	Mr Peter Fraser, 1974 Lamborghini Urraco
Best Porsche	Mr Bruno Taverniti, 1998 Porsche Boxter
Best Bentley	Mr Tony Johns, 1924 Bentley 3 litre

Category	Owner	Make & Model	Comments
RACING	Hardy, John	1967 Alpine Renault A110 1600S Gr4	Multiple class winner in Dutton Grand Prix Rally, incl 1998 - 26th outright, 2nd on handicap. Also 1st place at Rob Roy Inter-Club rounds of 1998 in 1300-1600 class. Winner of class in 1998 Australian Hillclimb Championships-Collingrove. Class winner VHRR Mangalore Sprints 1998. Driven by Bob Watson (fmr Australian Rally Champ) in 1997 Classic Adelaide. Only Group 4 1600S going in Australia. Identical car won the 71 & 73 World Rally Championship. John Bryson calls it "the little jewel". He's right!
RACING	John, Ould	1953 Sunbeam Alpine	Named to commemorate the company's success in the Alpine Rally of 1949. Similar car which saw Stirling Moss win three Coupe des Alpes on the trot in 52, 53 & 54 and as used by Pat Moss and Sheila Van Dam. Although regarded as overweight it was a rugged high performance sports car acclaimed by Stirling Moss as "delivering everything you asked of it". Production was approximately 3000 cars.

Category	Owner	Make & Model	Comments
VINTAGE & VETERAN	Johns, Tony	2996 cc Bentley 3 Litre	Vanden Plas Le Mans replica.
VINTAGE & VETERAN	Des, Dillon	1920 Hispano Suiza Guynemr Special	
VINTAGE & VETERAN	Robert, Shannon	1930 Invicta Type "S" Low Chassis	One of 77 built and 35 remaining in the world. Powered by a 4.5 litre 6 cylinder OHV motor the Invicta is a very fast and exciting sports car. It was the first production vehicle to reach 100 mph. The car came to Australia in 1937 and passed through several owners until acquired by Robert Shannon in 1988. Until 1993 the engine had never been pulled down. After finishing the FIVA World Rally in Tasmania in that year the car was fully restored. Used regularly now in historic racing & rallies.
VINTAGE & VETERAN	Osborne, Tony	1922 Delage/Hispano Suiza Special	This 1922 Special utilises a CO2 Delage chassis and running gear and is fitted with an 18.5 litre Hispano Suiza Aero engine out of a 20's French Air Force fighter aeroplane. The engine develops 350 hp, 1000 ft lbs of torque and is capable of 125 + mph.
VINTAGE & VETERAN	Coombs, Bill	1937 Jaguar SS	
HISTORIC	Scott, Shearman	1964 Aston Martin DB-5	'The car' that made James Bond famous!!
HISTORIC	Gregory, Andrew	1963 Maserati 3500 GTI	The heritage of the motor rests with the 350S, but civilised for road use. The first 3500 GT was introduced in 1957 and the later fuel injection version in 1962. A number of designers tried their hand at the 3500 (Allemano, Bertone, Frua, Vignale) but this car is by Touring and features a Superleggera body & tubular frame. It is one of the few to have retained Lucas fuel injection - stated to be the first production fitting. Restoration by Mario Lombardi. Winner of the 1996 President's Cup.
HISTORIC	Phillip, Schudmak	1962 Maserati 3500 GT Vignale Spyder	Although Frua built a spyder version on a 3500GT chassis it was Vignale who built the production versions, a total of 242 between 1961 and 1964 when the 3500GT/I was discontinued. Whilst Vignale's coupes were constructed using the Superleggera bodies, the spyders were steel bodied. A highly sought after car by collectors, there are believed to be only 3 or 4 in Australia.
HISTORIC	McConnell, Ross	1965 Lotus Elan	
HISTORIC	Denison, Michael	1954 Austin Healey BN1	This Australian delivered car has a genuine mileage of 75,000 miles and apart from the present owner has only had two previous owners. The car is presented in ORIGINAL form and has retained its original registration. This car was the Outright Winner at the 1997 Austin Healey Concours.
HISTORIC	Strauss, Peter	1956 Jaguar XK 140 Roadster	This car was subject to a prolonged restoration which was completed in 1996. The car won its class at the 1997 Jaguar Concours. Since that time the car has competed at historic racing meetings at Sandown, Phillip Island and Calder. It has participated in touring rallies such as the Australian Mille and the Jaguar Darwin to Alice Springs run.
HISTORIC	Aust, John	1964 Maserati Quattroporte	An all alloy quad cam V8, 4 webers, 5-speed ZF gearbox, 4 wheel disc brakes, De Dion type rear suspension, electric windows and aircon. What more could an Italian businessman want whilst driving the Autostrada back in 1984 at over 140 mph! Maserati only turned out 83 of these cars in 1964. All up over 6 years saw 759 cars completed. Production of this model ceased in 1969.
HISTORIC	Mountain, Murray	1950 Jaguar Mark V	This car was purchase from Brylows in Melbourne in 1950. It was subject to a five year restoration, which was completed in 1997 by the present owner.
CLASSIC	Maher, John	1972 Ferrari 365GTB4 Spyder	Widely regarded as the last of the great front engined V12's this 'Daytona' was originally a coupe. Following a painstaking 14 year restoration by the owner the conversion to its current spyder form was completed in October 1998.
CLASSIC	Norm, Ciconte	1971 Maserati Ghibli SS	The Maserati Ghibli SS is undoubtedly one of the finest front engined supercars ever to be launched in the late 60s. Powered by a 4.9 litre quad cam which produces 330 bhp and a top speed of 170 mph with the desirable Giugietto Giugiaro designed body, this machine can only be described as a masterpiece in the history of exotics. Produced from 1967 to 1974 a total of 1274 cars were made with 4.7 motors (Ghibli) and 4.9 Ghibli SS including 125 spyders.
CLASSIC	Gaal, Andrew	1974 Alfa Romeo Montreal	Named after the city at which it was first shown as a styling exercise by Bertone, the interest generated convinced Alfa to homologate the successful V8 racing engine from the Tipo 33 and enter the high performance exotic market. Production didn't commence until 1971, some 3945 units (250 RHD) were made in the period to 1977. Although a popular model its fortunes were dictated like so many high performance machines of the day by economic circumstances that eventually made it uneconomic.
CLASSIC	Parkman, David	1980 Renault Alpine A310 V6	A total of 9276 A310 V6 cars were produced between 1977 and 1985. Producing 150 bhp in the standard version and 193 bhp in the GT version. With a weight of 950 kg the car can accelerate from 0 to 100 kph in 7.2s. This car was imported from New Caledonia in 1991.

Category	Owner	Make & Model	Comments
CLASSIC	Adams, Tim	1973 Alpine Renault A 310 1600 VF	The A310 was launched at Geneva Motor Show in 1971. 2+2 coupe designed to attract a wider market than the A110, this vehicle was built as a road car, not competition. Imported from New Caledonia in August 1991 and restored by Alpine Affair. It has been in daily use since it was registered in Australia in 1995. 2340 4 cylinder A310 built between 1971 & 1976. 666 in 1973. 140 hp @ 6250 rpm; 825 kg; top speed 205 kph.
CLASSIC	Fraser, Peter	1974 Lamborghini Urraco	The Urraco made its debut at the Turin Show in 1970 as the P250, but production was delayed until 1973. Three version were produced a P200 (182 bhp); P250 (220 bhp) and P300 (250 bhp) Designed by Bertone (Gandini). A total of 520 P250 cars were made.
CLASSIC	Dillon, Des	1974 Ferrari Dino 308 GT4	Introduced in 1974 the Dino 308GT4 was the first of the '308' series and the successor to the Dino 246 GT. This model has the distinction of being the only Ferrari designed by Bertone. The name was short-lived and in 1976 in an effort to stimulate sales in the US, the name 'Dino' (after Enzo Ferrari's son) was dropped. From that point all 308 GT4's wore a Ferrari badge. A lightweight race version the 308 GT4LM was raced with success at Le Mans. Production ceased in 1981.
CLASSIC	Coles, Ross	1978 Jaguar Daimler Van den plas	
CONTEMPORARY	Hardy, John	1988 Renault Alpine GTA	Built as a GT car from 1985 - 1990 in conjunction with a turbo version that continued until 1993, when the last Alpine - the 610 - was introduced. This car has a 200 hp DIN V6 engine. Top speed of 245 kph and 0-100 kph in 7.2 sec. Used almost daily since 1993. Originally delivered to UK as one of the first RHD cars ever built by Alpine.
CONTEMPORARY	Harrison, Malcolm	1989 Ferrari 328 GTS	This car is one of the last produced in the '308' body series which catapulted Ferrari's market share in the exotic market. The best performing of the 3 litre V8's in this series, producing 270 bhp at 7000 rpm and a standing kilometre in 25.7 sec. A highly popular Ferrari, many rated it better than the 348 which followed.
CONTEMPORARY	Aust, Mary	1989 Jaguar Sovereign XJ40	Despite the car being built 10 years ago, prior to Ford taking over the Jaguar operation, problems that many believe are associated with the last of the 'Jaguar' built XJ40's have never eventuated. This vehicle has done 72,000 kms. Almost all of those country roads.
MODERN	Stephen, Dee	1998 Mercedes Benz C 43 AMG	A factory built sports car by Mercedes Benz and AMG, the factory race car builder. The car has a 'C' class body, an 'E' class 4300 cc V8 engine modified with new heads, camshafts, valves and inlet and exhaust systems, connected to a 5-speed auto/manual gear box. Equipped with S600 brakes and a lowered suspension, the car is driven by an elegant lady enthusiast.
MODERN	Warwick, Tom	1994 Ferrari 456 GT	Successor to the 400 series this car is powered by an all new alloy V12 that produces 436 bhp @ 6250 rpm. It is a genuine 2+2 coupe. Recent OUTRIGHT winner of the 1998 Ferrari Rally Concours, and winner of Best Contemporary 1991 or later at the 1996 President's day. This car has been a multiple class winner at National Ferrari Rallies in 1995, 1996, 1997 as well as this year for best V12 as well as the Outright award. It is an outstanding example of the 456 series.
MODERN	Dominic, Alafaci	1997 Maserati Quattroporte	This is the fourth Quattroporte produced by Maserati. The first version produced in 1963, the second in 1975 and a revised version in the 1980's. The latter versions were LHD and not sold in Australia. The current car was first released in 1996. This car is one of very few in Australia and is a five seat, 4-speed auto "family sedan' with a 2.8 litre V6 biturbo (209 kw) capable of 0-100 kph in 5.9 seconds.
MODERN	Kenny, Reg	1998 Lotus Elise Sport 190	This is the latest version of the high speed 'Go Kart', also known as the Lotus Elise. This car was delivered to the owner in the past two days. It is one of the very few in Australia.
MODERN	Taverniti, Bruno	1997 Porsche Boxster	
MODERN	Gange, Alf	1998 Aston Martin V8 Coupe	
MODERN	Sikavitsas, Jim	1991 Lamborghini Countach	This 25th Anniversary model is a limited edition. Only 150 were built and of which only 25 were RHD
MODERN	Murray, Alan	1993 Maserati 430	This car is amongst the last of the Biturbo series and is one of the very few in Australia.
MODERN	Esmore, Donald	1995 Alpine Renault A610	The ONLY Alpine Renault A610 in Australia. The car is in 'as new' condition.
MODERN	Roberts, Simon	1993 Jaguar XJS Convertible	This vehicle was retained by Jaguar Cars Ltd for 8 months and was used as their show car, being one of the first produced in this update body style. The owner purchased the car privately from Rockchester, Kent, England in May, 1997 and it arrived in Melbourne in January 1998. There were only TWO XJS V12 convertibles sold new in Australia in 1993. The present wheels fitted are from an Aston Martin DB7