



We're off to Phillip Island

The Club has organised some interesting activities for members over the next three months. The first event will be a Lunch Run to "Smiffys" Restaurant at **Eildon Boat Harbour** on May 25 followed by TWO separate days at Phillip Island on June 28 and June 29. The first of these two days on Saturday, June 28 will be an intensive **Advanced Driver Training Day** limited to a **maximum of 30 Entries** and the second will be a normal Club **Track Day** on Sunday, June 29. A special Presentation Dinner has been organised for the Saturday night (June 28) at The Jetty Restaurant in Cowes and we can promise an outstanding meal with some great wines at an all inclusive cost of \$75 per head. Everyone is welcome! In July we will be holding our **Annual Club Lunch** this year in the **Winston Room** at **The Windsor Hotel**, where an outstanding meal prepared by the Windsor's acclaimed new Chef will be doing his best to make sure you have a great day. To ensure you get a place at these events ... **please book NOW!** Details and Booking slips are enclosed.

The Eildon Lunch Run Sunday, May 25, 1997

Here's an opportunity to take your pride and joy on a challenging run on some of the finest roads in the State and enjoy the beauty of Victoria in late Autumn. The Club has organised a lunch run to Eildon at a quiet time of year so that you can give that marque car of yours some useful exercise. If your car is currently disabled, then it's an interesting drive and as usual we have selected a fine restaurant as an end location. So come along anyway!

Point of Departure for the run will be the Brandon Park Shopping Centre on the corner of Springvale Road and Ferntree Gully Road (enter from Springvale Road adjacent to the Mobil service station) Melways Ref:71 C9. Arrive at Brandon Park at 9.30 am for a 10.00 am departure.

The venue for lunch will be "Smiffys" at the Eildon Boat Harbour which has a menu to cater for both simple tastes and sophisticated gourmands. An a la carte menu is available and the cost of lunch is up to you. A booking slip is enclosed.

Eildon Lunch Run	
When:	Sunday, May 25, 1997
Meeting Point:	Brandon Park Shopping Centre, Springvale Road entry at 9.30 am for 10.00 am.
Where:	"Smiffys" at the Eildon Boat Harbour
Cost:	Suit yourself from \$10 upward

Advanced Driving Day Phillip Island

LIMITED TO 30 ENTRIES

Saturday, June 28, 1997

This event is suitable for both the first time driver who wants to start using his/her car at future Track Days and for experienced drivers at all levels.

Unlike many Advanced Driver Training Days that are run by commercial organisations, this day involves full use of the track ALL day ... AND ... it comes with the full complement of timing, support and safety measures associated with a normal track day. It is a CAMS sanctioned event. However, the number of entrants is limited to ensure that you can spend as much time on the circuit as possible, but the downside is, it costs more. The benefits however, far outweigh the cost disadvantage!
(Cont'd on page 2)

The Winter Track Day Phillip Island

Sunday, June 29, 1997

The Club plans to hold its first track day at Phillip Island on the last Sunday in June. This will be a great opportunity for new and experienced drivers alike to hone their skills at what is widely regarded as Australia's best and most probably fastest circuit. Driving instruction and an opportunity to learn the circuit is built into the day's program.

The Winter Track Day follows the Advanced Driver Training Day, which is to be held on the previous day (Saturday). If you are keen, why not do both!

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Advanced Driving Day

LIMITED TO 30 ENTRIES

Saturday, June 28, 1997

Phillip Island

If you've ever thought of participating in something like the Dutton Grand Prix Rally or have been to Track Days in the past but would like to spend more time on the circuit or you would like to have the opportunity of getting to know the Phillip Island Circuit better ... well, this is your chance!

In response to many requests to hold a Track Day with a limited number of entries so that more time could be spent improving driving techniques, the Club had planned the conduct of an Advanced Driver Training Day at Winton in February this year. That day didn't come off as the Winton track was not ready in time. Not deterred we decided to hold the day later in the year. Well, this is it. The venue has changed to Phillip Island and for those who are really keen, we have organised a Club track day on the following day, so you can really make a weekend of it!

This event is suitable for both the first time driver who wants to start using his/her car at future Track Days and for experienced drivers at all levels.

The Advanced Driver Training Day is being organised with the assistance of Geoff Fickling's Driveskill International. **It is limited to 30 Entries.** The event is directed at those members, regardless of their skill level, who want to further develop their track skills, using arguably Australia's best track, Phillip Island, as the training venue. Instructors for the day will include Greg Murphy, Mark Adderton, David Cuff and Bill Fifis. No matter what your skill level ... this is one event from which you will derive great benefit ... and certainly an event you will not want to miss.

The cost for the day is **\$295** which includes lunch in the Dining Room at the Phillip Island Circuit and post event/pre-dinner drinks at the Isle of Wight Hotel in Cowes. The Supplementary Regulations (BLUE) and Official Entry Form are enclosed.

So that you can make a weekend of it and really get the full benefit of the day, the Club has also organised:

- **Presentation Dinner at The Jetty Restaurant:** A first class menu with red and white wine has been organised to conclude a rewarding day. A presentation of awards to participants in the Advanced Driver Day will compliment what is sure to be an interesting evening. Cost of the special dinner, including wine is \$75.00 per head. The dinner is open to everyone. Guests or participants in the Club Winter Track Day or anyone else wanting to come along is most welcome.
- **Accommodation** has been organised by the Club at the Continental Motel for the Saturday night. If you plan to come down to Phillip Island on the Friday night, accommodation can be also be arranged. Cost of accommodation is from \$64 for single or double occupancy.
- **Buffett Breakfast** on the Sunday morning is available.
- **The Maserati Winter Track Day** will be held on the Sunday so you will have the chance to put what you have learned into action. A separate Entry Form for this event must be lodged however and the Supplementary Regulations (WHITE) and Entry Form is enclosed.

Entries for this event open on Thursday, May 1, 1997 and **CLOSE on Friday, June 6, 1997.** There is a limit of 30 entries. Only pre-paid entries will be eligible and they will be accepted strictly in order of receipt. Unsuccessful entrants will be advised in writing.

If you are NOT presently a member of the Club, you can still participate by joining the Club as a Member or Associate. A membership application is contained in the Options section of the Official Entry Form.

We would stress that Entries for this event close on Friday, June 6, 1997. If insufficient entries are received by that date, the Club may elect to cancel the event. So if you are interested in participating in what promises to be an outstanding event ... please act now!

Phillip Island Motor Racing Circuit

- Location:** On Phillip Island, 128km South-East of Melbourne. MELWAYS 531K6
- Access:** Proceed down South Gippsland Hwy to San Remo turnoff (large round-about) continue through San Remo across bridge to Phillip Island. Continue along Phillip Island Road for about 8kms then turn left at Back Beach Road. Approx 3.5km down Back Beach Road, the entrance to the circuit is on the left.
- Length:** 4.45km

(Continued from page 1)

The Winter Track Day

Phillip Island

Sunday, June 29, 1997

The Winter Track Day follows the Advanced Driver Training Day, which is to be held on the previous day (Saturday). On the Saturday night, a special dinner has been organised at The Jetty Restaurant in Cowes. If you are planning to attend the track day, you might consider coming down the night before and attending the dinner ... a great menu has been prepared and the cost of \$75 is all inclusive. The Booking Slip for the Presentation Dinner may be found in the Options Section of the Official Entry Form; Accommodation Bookings may also be made on this form, however **Accommodation bookings received after Friday, June 6, 1997 can not be guaranteed.**

Track Day Entries

CAMS Basic License or superior and Club Membership must be presented or purchased at Scrutineering. Financial members of the following Clubs are invited to enter this event: MASERATI CLUB OF AUSTRALIA, INC., ALFA ROMEO OWNERS' CLUB OF AUST (VIC), AUSTIN HEALEY OWNERS CLUB AUSTRALIAN FERRARI REGISTER, INC., CLUB LOTUS, FIAT CAR CLUB, JAGUAR CAR CLUB OF VICTORIA SPORTING REG, MG CAR CLUB, NISSAN DATSUN SPORTS OWNER'S CLUB, PIARC, PORSCHE CLUB OF VICTORIA and VHR. Entries at a fee of \$85 will be accepted until Friday, June 13, 1997 and at a fee of \$100 thereafter until 2.00 pm on Friday, June 27, 1997.

Entry Forms

The Supplementary Regulations (WHITE), an Official Entry Form and reply paid envelope are enclosed with this issue. Entries to the event will be accepted strictly in order of PAID entry fees.

ON-DAY Entries

Official Entry Forms not received by 2.00 pm on FRIDAY, JUNE 27, 1997 whether by mail, fax or by hand will be treated as ON-DAY Entries and if accepted will be subject to an Entry Fee 50% greater than the applicable fee payable for entry after Friday, June 13, 1997 as shown on the Official Entry Form. Places for On-Day Entries are not guaranteed and are subject to the approval of the Event Director.

Catering

The canteen at the circuit will be open throughout the

day and hot fast food, coffee, tea, soft drink and sandwiches will be available throughout the day. The Club has also organised a special luncheon in the VIP Dining Room.

VIP Dining Room

As a day at Phillip Island can be a long one, the Club will provide a choice in catering arrangements. At lunchtime (from 12.00 noon) the Club will be offering a generous two-course meal in the VIP Dining Room adjacent to the Canteen. Admission will be by pre-paid ticket only. There are no concessions for children. As the number of places is limited booking for the VIP Dining Room is ESSENTIAL. Cost is \$25 per head. Places will only be guaranteed to those who book using the Official Entry Form (WHITE), with payment included. Tickets will be provided at Scrutineering.

Something for everyone!

Club track days are designed to ensure that both experienced drivers and newcomers gain something from the day. If you haven't been to a track day before this is a perfect learning opportunity. The Club in conjunction with Driveskill International will be there to provide expert instruction to both new and experienced drivers. If you are really interested in honing your skills at this circuit, you should consider an entry in the Advanced Driver Training Day to be held the day before (Saturday, June 28).

Phillip Island is widely regarded as Australia's premier circuit. It provides a perfect testing and learning environment for drivers at all levels. On the day, the field of entrants will be grouped into five classes of comparable speeds to minimise overtaking and to promote a safe controlled environment. The Winter Track Day offers something for everyone. Make a point of coming along. Bring your family and friends. It will be a fun day and 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 and prior to the closure of the circuit at 6.00 pm.

Annual Club Lunch

Guest Speaker: Peter Nelson
Windsor Hotel
Friday, July 25, 1997

The Club is delighted to announce that the guest speaker at the Annual Club Lunch this year will be Peter Nelson. Peter is known to many as a Vice-President of PIARC and as a member of both the Victorian State Council and the Victorian Board of Management of CAMS Limited.

What you may not know is that Peter is also the Secretary of the Meeting and a member of the four man Race Organising Committee for the Formula 1, Australian Grand Prix. In this role Peter is responsible for the organisation and administration of the race meeting. This is not a new appointment as Peter has been performing this role from the time of the first F1 AGP in Adelaide. Accordingly Peter is one of the most experienced race officials in Australia and well equipped to give you some special insight into what is involved in making a meeting like the AGP work.

This will be special day ... mark it in your diary now.

This year the Annual Maserati Club Lunch will be held in the Winston Room at the Windsor Hotel. The change in venue was occasioned by some friendly pressure from Club members Natasha Oberoi and Neil Ashmead.

This event takes the form of a business lunch. Arrive at 12.30 pm, be seated at 1.00 pm ... you will be free to leave at 2.00 pm to get on with your day. Alternatively, you are welcome to stay on a little longer if the occasion moves you. A booking slip is enclosed. Seating in the Winston Room is limited, so please book early. Last year at Marchetti's we unfortunately had to turn some members away.

Maserati Club Annual Lunch July 25, 1997	
Location:	Winston Room, Windsor Hotel Spring Street, Melbourne
Time:	12.30 for 1.00 pm Lunch
Cost:	\$35 for Members & Guests \$40 for Non-Members & Guests
Reservations:	Seating is limited. For Booking details see Booking Slip enclosed.

The President's Day

Concours & Vehicle Display Entries
Domaine Chandon
Sunday, November 2, 1997

The President's Day is a major event in the Maserati Club's annual calendar. Although it is some time away, we have begun planning for the event to ensure that it can be the best event of its type in the motoring calendar.

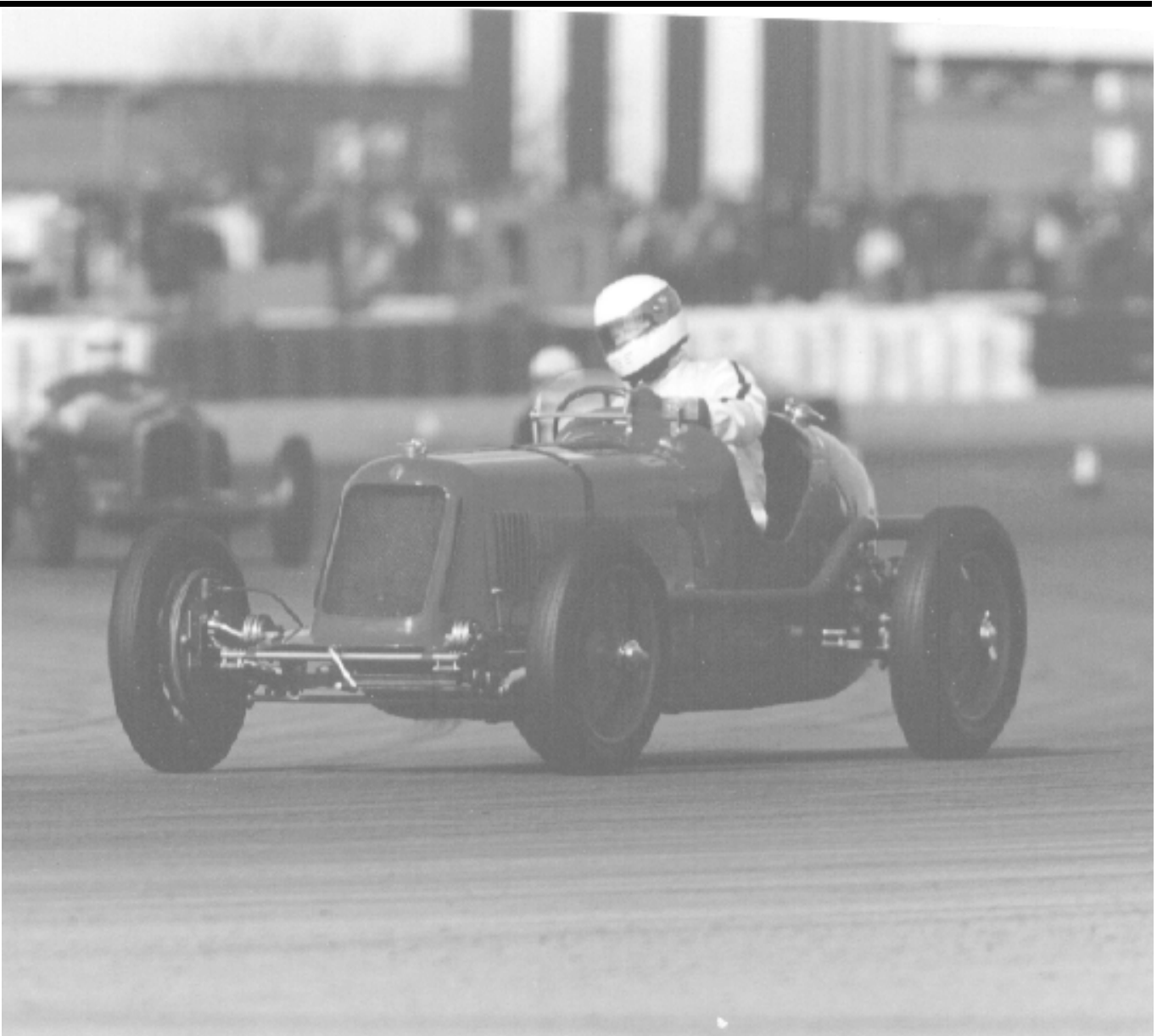
The event combines an optional "Fun Run", a Concours offering significant trophies and a superb lunch set in the magnificent surroundings of Domaine Chandon in the Yarra Valley. Special catering arrangements are made for the day and a first class lunch is provided at a modest price (subsidised by the Club). It is a memorable day and one that is designed for the whole family.

This event is open to all members, friends and supporters of the Club. There is no Entry Fee and it is our objective to encourage an outstanding assembly of marque cars from all eras ... even if they're not all quite up to concours standard. A range of splendid trophies will be available again this year, including:

The President's Cup	Awarded by the Judging Panel to the "Car of the Show"
The Exhibitor's Trophy	Awarded by the votes of those exhibiting a vehicle.
Race Car	Best Race Car of any period
Vintage & Veteran	1946 or prior
Historic	1947 to 1966
Classic	1967 to 1981
Contemporary	1982 to 1990
Modern	1991 and later

To assist us in planning for this event, ENTRIES for VEHICLES are now open. Those who enter a vehicle will be given **PREFERENCE** in securing a much sought after reservation for the first class luncheon we provide. Last year over 150 people had lunch and 56 cars were displayed. We expect many more this year.

A Vehicle Entry Form has been enclosed with this issue. If you have a friend or know of someone who has an interesting marque vehicle please photocopy the form and pass it on.



The 1933 Maserati 8CM at the "Clash of the Titans" at the AGP at Albert Park recently, seen here at Silverstone in 1996 with Robert Brooks at the wheel.

1933 Maserati 8CM Grand Prix Monoposto

If you were at the AGP and had an interest in older cars you will have noticed a superbly presented "older" Maserati in the *Clash of the Titans* component of the event. The car was a 1933 Maserati 8CM and the driver Robert Brooks. The photograph above, kindly obtained for the Club by Terence Seymour of Club Lotus, has been autographed by Robert Brook who is pictured driving the car at Silverstone last year.

The Maserati 8CM, the initials indicating "8 Cilindri Monoposto" was a true single seater Grand Prix car which replaced the previous two seater 8C-3000, allegedly in response to the works Alfa Romeo Tipo B Monoposto of 1932. It was powered by a 2992 cc Straight 8 supercharged engine, producing 260bhp at 5800 rpm and a top speed in excess of 240kph. The 8CM first appeared at the Tunis Grand Prix.

Zehender drove it into third place. It won its first international event in July 1933 driven by Nuvolari at the Belgian Grand Prix. The car was light and early examples were difficult to drive owing to inferior road holding qualities.

The Booklet, "Clash of the Titans", describes the car driven by Robert Brooks as follows: "This car - chassis '3005' was the very first factory 8CM completed for wealthy French privateer Raymond Sommer to drive in the North Africa's Tunis Grand Prix. This new car was very powerful and fast, but its narrow chassis (just 620mm wide) whipped disturbingly and Sommer returned the car to the Bologna factory after the race. It was then bought by Tazio Nuvolari - the Michael Schumacher of his era - who had his personal mechanic Decimo Compagnoni and the factory's Luigi

Pareni - Ferrari's postwar chief mechanic - stiffen the front end of 3005's chassis.

From Nuvolari, the car went to his protégé, Piero Taruffi. Taruffi found this 150 mph car thrilling to drive but recalled he was 'never certain of its braking'. This concern was dismissed by Nuvolari who responded that the way to go fast was to flatten the accelerator!

At Monza, Taruffi set the fastest practice lap time, but had to retire from the race after clouting a wall. The car had very little use until 1935, when Taruffi and his friends had it converted to meet sports car regulations. In 1936 he took it on a motor racing tour to South Africa, where it remained until returning to the Northern hemisphere in the 1980's and being painstakingly restored to its former Grand Prix Formula glory by British specialist Sean Denahar. The car is now part of the Dutch National Motor Museum's collection.

A Great night at Matteo's Grand Prix Dinner March 16, 1997

Another Grand Prix has come and gone and so has another Maserati Club Grand Prix Dinner. Due to the late opening of the new Casino, the Club held its Grand Prix Dinner again at Matteo's Ristorante in Brunswick. No one could have been disappointed as the food was up to Matteo's usual superb standard justifying the standing of the restaurant as one of Australia's finest.

We were joined for the evening by a number of new members and guests from interstate. Srecko Lorbek our Melbourne Maserati dealer, kindly loaned some Maserati flags and decorations to add automotive atmosphere to Matteo's elegant surroundings. To make sure no one drove by the restaurant by mistake, he also arranged for a few Maserati to be parked outside, to well and truly identify the location. Thank you for your efforts Srecko! Amongst our newer members was Glenn Read who has just landed a magnificent yellow Maserati Bora from the UK following a long search to find one that justified the journey. We will look forward to seeing it at future Club events, Glenn.

Visitors from interstate included Tony Graziano (the Maserati Importer for Australia), Jim Peters and Alex Danilo from Club Maserati in Sydney.

As usual it was a great night. Apart from receiving a complimentary glass of champagne on arrival, those attending fully expected to have to buy their own wine. As a pleasant surprise to all, I'm sure, the Club provided some great wine free of any additional charge. For a cost of \$65 per head, members were able to enjoy a superb meal matched with some great wines., It was not only a memorable night ... it was also great value!!



CAMS Scrutiny School

The 1997 Scrutiny School which is organized by the Victorian Scrutiny Panel is to be conducted at Springvale on Sunday, June 15, 1997 commencing at 8.30 am.

Those members interested in widening their horizons in the motor sport arena without getting behind a wheel, will find this a most useful program. Details are as follows:

1997 Scrutiny School	
Organizer:	Victorian Scrutiny Panel
Venue:	Clubrooms, 23 Rosalie Street, Springvale Melways Ref: 80 A8
Date:	Sunday, June 15, 1997
Time:	8.30 am to 4.30 pm
The Course:	Covers Race, Rally, Off Road and Superkart. Morning and afternoon tea is provided.
Registration	Cost of Registration is \$5.00 Attendance is ONLY by prior registration. To register contact: Graham Palmer (03) 9803 8686 AH
What to bring with you	<ul style="list-style-type: none"> ■ 1997 CAMS Motorsport Manual will be available on day for \$20.00 ■ Bring a pen (Paper supplied)

Grand Prix Track Day

Sandown

March 16, 1997

Following the success of the Club's Calder meeting in late March, 1996 the Club determined to repeat the exercise again this year. Following last year's Grand Prix however it seems that most organisations and Clubs involved in motor sport decided that having an event around the time of the Grand Prix was a definite plus. They thought so at Calder too. The result was Calder was unavailable in March this year. Fortunately and amid stiff competition, the Club secured a date at Sandown on the Sunday following the Grand Prix. Unfortunately however, the date coincided the Historics at Phillip Island. Moreover, our usual sponsors were otherwise committed and/or were recovering from the financial shock of their involvement in the AGP. Despite the conflict in dates and lack of sponsorship the Club decided to proceed with the event, but with the expectation that the entry level would be down. A total entry of about 50 to 60 cars was anticipated.

When Sunday, March 16 finally arrived, we were pleasantly surprised to find that our conservative estimates were well out. A total of 81 entries were finally received for the day. Whilst some of our more regular entrants were busily involved at the Island, many others decided to come along to Sandown.

It was an interesting field. Whilst we were down on a few Porsches, Ferrari's and Lamborghinis, but we were delighted to see more Alfa Romeo's and Jaguars than usual. In particular we were delighted to see a number of new members at a Club track day (as entrants) for the first time.

The track was a little greasy early due to fairly heavy rain overnight and despite a somewhat uncertain start by many, everyone became quite sure-footed by around 11.00 am when the track had dried out. The weather stayed on our side and it turned out to be a fine day with perfect conditions thereafter. Apart from one serious engine failure, everyone got through the day intact. There were a few slippery moments in the morning but no serious disruptions and I am pleased to report that no panels were remodelled during the course of the day.

Leading Times by Maserati Club Members

Category	Driver	Time	Car
FTD	Rusty French	1.23.7	Porsche 911 RSCS
Quickest Porsche	Rusty French	1.23.7	Porsche 911 RSCS
Quickest Ferrari	Francis Placentino	1:32.9	Ferrari 348ts
Quickest Maserati	There wasn't one!		
Quickest Jaguar	Phillip Caldwell	1:35.7	Jaguar XJS
Quickest Nissan	Jeff Beable	1:27.8	Nissan 200SX
Under 2000cc	John Hardy	1:31.6	Alpine Renault A110 1600S
2000cc to 3000cc	Ross Brindley	1:29.6	BMW M3R
3000cc to 5000cc	Rusty French	1:23.7	Porsche 911 RSCS
Over 5000cc	Phillip Caldwell	1.35.7	Jaguar XJS

Quickest car on the day was Rusty French in his 911 RSCS. Although his Porsche GT2 with Debra DeBoer driving in the morning session put up an extremely quick time. It is interesting to note that whilst a number of drivers improved their times considerably in the timed lap sessions many did not. Rusty French was a good example, recording 1:22.8 in the practise sessions versus 1:23.7 in the timed session.

In the timed lap sessions in the afternoon there were some very good times posted. Rusty didn't quite have it all his own way, being hotly pursued by Graham Hitchell (1:24.3) and Simon Froude (1:26.6) in their Porsches. Not much further back was Jeff Beable in his "its slower than my old one" Nissan 200SX (1:27.8), Brian Power (1:28.0) and Sven Wesphal (1.29.2) in

their Porsches, Ross Brindley (1:29.6) in his BMW M3R and Greg Brindley (1:29.8) in his Subaru RS Turbo.

Perhaps the best performance of the day was by John Hardy in his beautiful blue Alpine Renault A110 1600S. After posting a 1:45.7 in the practice session he recorded a 1:31.6 in the timed session ... a 14 second improvement. Walter Pisciotta in his Ferrari 328GTS recorded a similar improvement ... not bad when you consider Walter hadn't been on a track for nearly 20 years.

Driver	Make & Model	Practis	Timed
MACPHERSON	Alfa Romeo GTV 2000	00:00.0	00:00.0
KITAMURA TONY	Alfa Romeo GTV 2000	00:00.0	00:00.0
HOWIESON MARK	Alfa Romeo GTV 2000	00:00.0	00:00.0
FITZGERALD GARY	Alfa Romeo GTV 2000	01:37.0	00:00.0
YOUNG DEREK	Alfa Romeo GTV 2000	00:00.0	00:00.0
CASE BERNARD	Alfa Romeo GTV6	01:56.0	00:00.0
PICKARD JAMES	Alfa Romeo Sud Veloce Ti	01:52.0	01:44.0
PICKARD DEREK	Alfa Romeo Sud Veloce Ti	01:56.0	01:51.0
HARDY JOHN	Alpine Renault A110	01:46.0	01:32.0
ANSELL SIMON	Audi 90 Quattro 20V	01:44.0	00:00.0
THOMPSON	BMW 2002	00:00.0	00:00.0
BRINDLEY ROSS	BMW M3R	01:32.0	01:30.0
NEHRYBECKI	Caterham 7 HPC	01:33.0	00:00.0
WILLIAMS HARRY	Caterham K Series S7	01:42.0	00:00.0
DRIFE CHESTER	Datsun 240Z	02:04.0	01:32.0
GOODALL	Datsun 240Z	01:37.0	01:34.0
MORHUN STEVE	Datsun 240Z	00:00.0	01:35.0
GRISANCICH	Datsun 260Z	01:42.0	01:40.0
SNOWMAN DAVID	Ferrari 308 GT4	01:38.0	01:39.0
WEBSTER BRUCE	Ferrari 308 GTB	01:30.0	01:35.0
PISCIOTTA WALTER	Ferrari 328 GTS	01:49.0	01:35.0
HARRISON	Ferrari 328 GTS	01:46.0	01:41.0
PLACENTINO	Ferrari 348TS	01:35.0	01:33.0
CASERTA PETER	Ferrari 355	00:00.0	00:00.0
WARWICK TOM	Ferrari 355	01:33.0	01:35.0
OGG ANDREW	Ferrari 365 GT 2+2	00:00.0	01:41.0
VODOPIC JOE	Ferrari Mondial	01:51.0	01:38.0
SCOTT BRIAN	Fiat Spider 2000	01:37.0	00:00.0
THOMAS SIMON	Ford Laser 1.6 Turbo	01:43.0	00:00.0
DEFINA ANTONY	Ford Laser 1.6 Turbo	00:00.0	00:00.0
WESTPHAL	Holden Commodore VR GT	01:32.0	00:00.0
TINWORTH DAVID	Holden HSV 215	01:37.0	01:38.0
ASHMEAD NEAL	Holden Senator	01:44.0	01:40.0
COX CAMERON	Holden VL	01:32.0	01:40.0
MASLIN TIM	Jaguar 420	01:58.0	01:52.0
MACDONALD	Jaguar XJ12	01:50.0	01:48.0
GARRATT NATHAN	Jaguar XJ6	00:00.0	00:00.0
DUNSTONE BRETT	Jaguar XJ6	01:44.0	01:43.0
EAMES PETER	Jaguar XJS	01:45.0	00:00.0
SPITERI ANDREW	Jaguar XJS	02:13.0	00:00.0
RODDY MIKE	Jaguar XJS	00:00.0	00:00.0
DICKINSON	Jaguar XJS	01:41.0	01:31.0
CALDWELL PHILLIP	Jaguar XJS	01:31.0	01:36.0
MICHAEL ALAN	Lister Jaguar MkIII	01:36.0	01:44.0
CHIDO STEVE	Lotus Elise	00:00.0	00:00.0
BUTTERWORTH	Lotus Esprit S4S	01:34.0	01:38.0
PASCOE JNR JOHN	Lotus Sport 300	00:00.0	00:00.0
SHANNON ROB	Maserati BiTurbo	00:00.0	00:00.0
WILLERSDORFE	Maserati BiTurbo	00:00.0	00:00.0
SCANLON TONY	Mazda MX5	01:43.0	01:42.0
NOWOWEISKI DION	Mazda MX6	01:45.0	01:42.0
KIMBALL	Mazda RX3	01:29.0	01:30.0
CASERTA FRANK	MGB V8	00:00.0	00:00.0
CASE MICK	Mini Clubman	01:49.0	00:00.0
ALMROTT PATRICIA	Nissan 200SX	01:56.0	00:00.0
BEABLE JEFF	Nissan 200SX	01:31.0	01:28.0
CHIA DONALD	Nissan 200SX	01:36.0	01:32.0
EVANS RAY	Nissan 200SX	01:36.0	01:32.0
FICKLING GEOFF	Nissan GTI-R	01:41.0	00:00.0
FORTUNATO	Porsche 911 3.6	01:34.0	01:37.0
MCNAMARA MARK	Porsche 911 Carrera	00:00.0	00:00.0
WHITE TIM	Porsche 911 Carrera 3.2	01:36.0	01:35.0
FROUDE SIMON	Porsche 911 Carrera 3.6	01:28.0	01:27.0

Driver	Make & Model	Practis	Timed
WESTPHAL SVEN	Porsche 911 Carrera 4 3.8	01:30.0	01:29.0
FRENCH RUSTY	Porsche 911 RSCS	01:23.0	01:24.0
CUFF DAVID	Porsche 911 RSR	01:34.0	00:00.0
AITKEN ED	Porsche 911 Targa	01:28.0	00:00.0
HITCHELL GRAEME	Porsche 911Carrera RS	01:25.0	01:24.0
BAXTER LINLEY	Porsche 924 Turbo	01:54.0	01:51.0
LA CARRUBA TONY	Porsche 928	01:59.0	01:49.0
MINICHIELLO TONY	Porsche 928	01:52.0	01:56.0
DOWNARD	Porsche 928 GT	01:40.0	01:35.0
RIZZO PHILLIP	Porsche 928 S4	01:46.0	01:45.0
ROBERTSON	Porsche 944	01:36.0	01:36.0
TAYLOR GEOFF	Porsche 993	01:34.0	01:33.0
POWER BRIAN	Porsche 993 RSCS	01:28.0	01:28.0
BOTTERILL SCOTT	Porsche Carrera Cab. 3.2	01:42.0	01:41.0
DE BOER DEBRA	Porsche GT2	01:24.0	01:38.0
KALLINIKOS CON	PRB Clubman	00:00.0	00:00.0
PETTETT ALAN	PRB Clubman	01:31.0	01:38.0
BRIDLEY GREGORY	Subaru RS Turbo	01:33.0	01:30.0

The Club is always interested in improving its events, Feedback from entrants is always most welcome. As a result of some feedback received and our own review, a few small changes will be implemented at future track days in order to further streamline the event.

Special thanks to all those officials that worked hard to make the day such a success. Track days always require a great deal of organisation and the availability of willing helpers. The Club is looking for volunteers to help as Scrutineers, Pit Marshalls and Flag Marshalls for future events. Perhaps you can help?

Some Incidental Notes

- **Rusty French** took delivery of his new 911 RSR just in time for Indy. Lack of practise didn't seem to bother him. Following a strong finish in the first race, he blitzed them in the second winning convincingly.
- **Ed Aitken** running in the same race also performed very well. Ed also appeared to be in a new car.
- **D'Arcy Russell** missed Targa this year ... he was otherwise engaged in the operating theatre of a major hospital. I can report that he has made a rapid recovery from lengthy surgery and is already chafing at the bit to get back in the car at Lakeside. We wish D'Arcy well for a quick return to the circuit.
- **Ojars Balodis** might have been a bit miffed over a forced withdrawal from Targa due to fuel problems ... but the end result with Marks Parsons wasn't too bad: 3rd outright and 1st on handicap. He had more fun too!



Maserati and Ferrari set to Merge!

As recently reported in the European motoring press and mentioned in *The Age* by Bill Tuckey (March 27, 1997) the two Italian supercar marques are set to merge. In what amounts to a radical reorganisation, Maserati (acquired by Fiat Auto in 1993) has been moved from Fiat Auto's direct control to become a subsidiary, merged with Ferrari, under the control of the Fiat holding company. Indeed based on the reports, the process is underway! Until now, Ferrari was the only Fiat marque controlled directly by the Fiat holding company, rather than Fiat Auto. Fiat owns 100 per cent of Maserati and 90 per cent of Ferrari. The family of Piero-Lardi Ferrari, Enzo's son, still controls 10 percent of Ferrari.

The move follows disappointing sales results by Maserati and the confirmation of the retirement of Eugenio Alzati, Maserati's Managing Director due later this year. Whilst no official date for the change has been announced, the two companies were scheduled to be working together from early April. Confirmation of this much-rumoured move comes with the appointment of Fiat engineer Antonio Bene as engineering director of the combined operation. Bene's task is to effectively merge the engineering and manufacturing operations of the two famous marques, but management will remain separate until the retirement later this year of Alzati.

Marketing of the two marques is expected to remain separate in most countries though it had been planned to sell the Giugiaro designed Maserati coupe through Ferrari dealerships in the USA. Until recently the coupe, expected to be called the Mistral, was due to be launched at September's Frankfurt show. Now it has been delayed until Geneva next March.

Ferrari's new foundry already casts engine blocks for Maserati V6 and V8 engines and has been working with its engineers on the aerodynamics of the new coupe in Maranello's wind tunnel. Maserati is currently operating at only one-third of capacity and last year produced just 830 cars, half the number predicted, and way below the break-even point of 1500. Maserati hopes the new coupe will lift sales to 2500 per year.

Nuccio Bertone Dies in Turin at 82

As reported widely in the press Nuccio Bertone died on February 26 earlier this year. Although his life's work included relatively few Maserati or Ferrari, he was an undisputed genius within his field and was directly or indirectly responsible for some of the most memorable automotive designs in history. The firm was hired by many of the most prestigious automakers in the world including Alfa Romeo, Bristol, Ferrari, Fiat, Innocenti, Iso, Lamborghini, Lancia, Maserati, NSU, Opel, Volkswagen and Volvo. It's large production capacity made it a favourite among companies like Fiat, Opel and Volvo for their most exclusive, small-run manufacturing needs. The following obituary was written by famed automotive journalist Doug Nye.

Nuccio Bertone, who died at the age of 82, was one of the great figures of Italian motor car design. He ran the family coachbuilding company for over 50 years, and while better known for their Lamborghini, Alfa Romeo and Fiat styles the house of Bertone also plied its art upon some Ferraris.

Bertone is best remembered for hiring three of the most gifted stylists of their respective eras - Franco Scaglione, Giorgetto Giugiaro and Marcello Gandini. None had proved himself as a designer before joining Bertone. All were encouraged to let their imagination flow under Nuccio Bertone. All moved on to greater fame.

Giuseppe "Nuccio" Bertone was born on July 4, 1914. His father, Giovanni had been a peasant from Emilia Romagna where he repaired farm implements but who had moved to Turin in 1907 to learn the carriage trade. The industrial atmosphere in the big city was riven by strikes and disorder. Giovanni Bertone disapproved of such unrest and to avoid it founded his own Carrozzeria Bertone company there in 1912. He won early commissions for horse-drawn carriages, wagons and gipsy caravans but soon began building motor car bodywork. In 1933 young Nuccio - with an accountancy diploma, gave up a business studies degree to join the firm

Bertone's designer was the great Count Mario Revelli de Beaumont who explored aerodynamic shapes and created a "crash-proof" taxi with a vast coil-spring damper beneath the seats. Nuccio Bertone drove in amateur competition, but during the Second World War the family firm was engaged in munitions production. Nuccio assumed control postwar, engaging Scaglione who was a frustrated aircraft designer - Italy being forbidden to engage in aircraft production immediately postwar.

Scaglione's aerodynamic knowledge and exuberant imagination created the BAT series (Berlinetta Aerodinamica Tecnica), the prototype upon an Alfa Romeo Sprint chassis at the 1953 Turin Show.

During the 1950s, Nuccio Bertone recognised that specialist coachbuilders had to become design centres for the major motor manufacturers if they were to survive. The one-off bespoke car body business was dying, and the rise of unitary-construction technology was another danger. Bertone was one of the first coachbuilders to adapt to the new methodology.

To boost the postwar economy, the Italian State Industries Board ran a raffle to help fund development of the Alfa Romeo Giulietta. Each of the 500 winners would receive one of the new cars.

With the draw due, none had been built! To avert a scandal a coachbuilder was sought; Ghia being approached first, but the contract ending up with Bertone. Scaglione completed the Giulietta styling to original sketches by Ghia's Mario Boano and the model became a great success

Scaglione left Bertone in 1959 and Giugiaro approached Nuccio Bertone for part-time work to fund his art-school course. Nuccio hired him as Chief Designer.

Giugiaro went on to produce a vast range of distinctive Bertone cars for Alfa Romeo, Fiat and - in 1962 - the BMW 3200CS. Bertone manufactured 140,000 Fiat 850 Spiders! Giugiaro was also responsible for a range of stunning show cars, founding the Torinese 'folded-paper' school of car design.

He was replaced by Gandini at Bertone in 1965, this Bertone period creating the Lamborghini Miura and its replacement - the Countach - and of course the magnificent Lancia Stratos. Gandini also did the Alfa Romeo Carabo concept design, an Audi commission emerged as the Volkswagen Polo and Gandini's most successful Bertone style was surely the Fiat X1/9 which ran in production for 20 years.

Despite clashing with Giugiaro, Nuccio Bertone was sufficiently able a businessman to secure production contracts for the Fiat Punto Cabrio by Giugiaro.

In recent years Luciano d'Ambrosio has become Bertone's Chief Designer, and such styles as the Nivola and the **Lotus Emotion of 1991** (pictured) have been influential in the modern environment.

Nuccio Bertone was a short, rotund man with immensely bushy eyebrows, swept up into points. Urbane, friendly, always snappily dressed we often pictured him appearing on stage in a flash and a cloud

of smoke, doublet and tights, as Mephistopheles - he



was a splendidly operatic figure. In fact he ran his company with great foresight and proficient calm. In 1971 he received an Italian knighthood.

He is survived by his wife and two daughters - both of whom work still for Carrozzeria Bertone. *by Doug Nye*



Maserati at work



Alfredo Costanzo to Drive Maserati Ghibli in GT Production Championship

An article in the April 24-30, 1997 edition of Auto Action shows just how quickly things change in motorsport and all the swings and roundabouts.

You will recall that we reported that Domenic Beninca was planning to enter a Maserati Ghibli in the years GT Production series. Well all that's changed, according to this report by **Jason Parker**.

Alfredo Costanzo the four-times Australian Drivers' Champion will return to racing at the wheel of a Maserati Ghibli (similar to above) in the Australian GT Production Championship.

Having dominated the open-wheeler scene in the early '80s, Costanzo hung up his racesuit after a 1988 Sport and Racing Car endurance race at Wanneroo. But the opportunity to link up with Maserati was too strong for Costanzo and he will debut the 330hp Ghibli in GTP Class A at Lakeside on May 4.

With a two-litre twin-turbocharged V6 and 17-inch wheels to accommodate massive cross-drilled Brembo brakes, the Ghibli could prove a surprise in the hands of the Victorian.

"It is exciting to be driving for Maserati and if the car is competitive it will be good for Maserati in particular" Costanzo said.

Costanzo believes he can take the fight to the leading Porsches and John Bowe, his old open-wheeler rival in

the Ferrari.

"They have a horsepower advantage over us, so I expect we will be just behind the leading group" Costanzo said.

"It will be fun to race against John Bowe again, but I don't know how close I will be getting to him. It's one thing to be very close, but another to fight for position," he said.

Motoring journalist Peter McKay will drive the car in the NSW rounds of the title, before joining Costanzo in the car for the Bathurst three-hour.

Maserati's Australian importer Tony Graziani will provide backing for the car and was optimistic about Costanzo's chances.

Victorian sports sedan driver Domenic Beninca planned to drive the Maserati Ghibli, but he now owns the GT Production Porsche 911RSCS that Rusty French drove at Albert Park.

Beninca plans to debut the Porsche at Lakeside, while French will campaign a new left-hand-drive 911RSCS in GTP to match his left-hand-drive 911RSR Porsche Cup car.



Sitting down to a late lunch at the London Hotel adjacent to Princes Pier on Friday, April 11, 1997 with Andrew Ogg, Mike Meir, Chris and Dee Stephen, I didn't think that missing out on Targa (I was a late withdrawal) would be too hard after all. I was mistaken!

As the Victorian and other mainland entrants vehicles filed past to join the queue for the Princess of Tasmania, I could feel the anticipation building. Arriving at Princes Wharf with your car is one of the great stages in the event. It signals the beginning of 10 days of excitement, anxiety and sheer adventure. Targa Tasmania may well be the "Million dollar, mobile motor show", but to competitors it offers the unique opportunity to use their cars in a flat-out race around Tasmania on some of the most exciting and thrilling pieces of road you can find anywhere! Beyond all of that it offers a unique experience in bonding, fellowship and mutual respect. The sheer enormity of the experience is shared and venerated by all, creating special relationships borne of the gruelling nature of the event. It is an uncommon experience. I was missing it already!

This year Targa Tasmania offered some 236 Invitations to Compete. You have to be invited to compete in Targa. Not all invitations were accepted. Last minute car problems, sponsorship difficulties and business and related issues intervened unusually this year and in the final reckoning only 182 presented themselves at the Prologue in GeorgeTown on Tuesday, April 15. (One competitor failed to make it to GeorgeTown, but got to the Start line for Stage One at Legana).

The next five days saw a highly competitive 183 entrants busy dealing the nuances of Tasmanian roads. Compared to 1996 however the weather was favourable for most of the event, some rain on Day 2 toward the end of the day and the usual wet condition of Day 5 still meant the conditions were immeasurably better than last year. As expected the event was fiercely contested at all levels and not without its share of protests.

The final results showed a back-to-back win by Jim Richards, despite some drama at the end of Day 4. The top three finishers for Outright and Handicap were:

Outright Winners

1. Jim Richards and Barry Oliver, Porsche 911 Turbo
2. Ray Lintott and Fred Gocentas, Porsche 911 Turbo
3. Marks Parsons and Ojars Balodis, Triumph TR7 V8

Handicap Winners

1. Marks Parsons and Ojars Balodis, Triumph TR7 V8
2. Chris and Dee Stephens, ISO Rivolta GT IR 300
3. David Cooper and Geoff Duggan, Datsun 2000 Sports

Congratulations to Club members Ojars Balodis and to Chris and Dee Stephens (19tho/r) for their outstanding performances.

Congratulations also to Reg Kenny and Mae-Lin Hendry, Chris & Dee Stephen and Marks Parsons and Ojar Balodis for winning their categories and classes.

And congratulations to Bruce Bradshaw & Roger Durst, Leigh Mundy & Guy Dunstan (8th o/r), Geoff Taylor & Lane O'Donoghue, Des & Antoinette Dillon, Steve Chiodo & Mary Blecher, Max & Georgia Warwick, Jeff & Nerida Beable, Winston Kim & Laurie Pitt, Ian Madden & Paul Dorhrman, Warwick Freemantle & Sam Davis (10th o/r) and Cameron Parsons & Simon Hiscock for their Class results.

Perhaps the great disappointment at Targa this year was the failure of our friends Frazier Gascoigne (Ferrari 308GTB) and Bruce Jessup (Ferrari Dino 308GT4). They were the only entrants eligible to win a Platinum Targa Trophy and both experienced mechanical failures putting them out of contention. Our commiserations!

By previous years standards it was an extremely safe event. There were few incidents involving injury to drivers or navigators and the retirements that did occur were mainly due to mechanical failures. Many entrants of course, got their cars going again and in most cases rejoined the event to finish.

The organisation and conduct of the event by Tom Snooks and his crew was as one leading FIA official and rally expert confessed "*as near to perfect as you can get*". Those who have competed in a number of these events, would have readily agreed. But after six years, the timeliness and accuracy of the results during the event, was for many an irritating cloud. . I have been reliably informed that there *really will be a solution* to this next year.

The final results are however to hand and a large number of Club members and friends and supporters of the Club did particularly well. Space doesn't permit to mention them all ... but congratulation on getting through a great event!



Big Changes for Targa!

It has been announced that a new competition format, together with reduced entry fees, will be introduced to Targa Tasmania 1998. To be conducted between April 28 and May 5 next year, the changes reflect extensive feedback from competitors from previous events.

These major changes are clearly designed to arrest an apparent downward trend in the representation of older cars in the event and to meet head on criticism from entrants of the escalating entry fees.

From 1996 there will be three separate competitions run within Targa Tasmania:

- **Historic:** for cars constructed up to 1965
- **Classic:** for cars constructed between 1947 and 1981
- **Modern:** for cars constructed between 1977 and 1998

To encourage older cars into the event, Targa officials say the Targa Tasmania Historic competition will be *"one of style, grace and elegance, designed to display vehicles of yesteryear in the wonderful setting of Tasmania, with all its heritage and history as backdrop to these early motoring masterpiece"*.

Fashioned on the lines of the current Tourist Trophy, the Historic competition will be based on reliability rather than speed for cars constructed up to 1965. Targa Tasmania Historic will run in parallel with the other competitions utilising a common start and finish each day, but in a major change, it will run over a shorter course on four days with fewer Targa Stages. Day three in Hobart *"will be dedicated to a Concours d'Elegance and Heritage Social Day"*.

Cars manufactured from 1947 to 1965 will have the option of competing in either the Historic or the Classic competition.

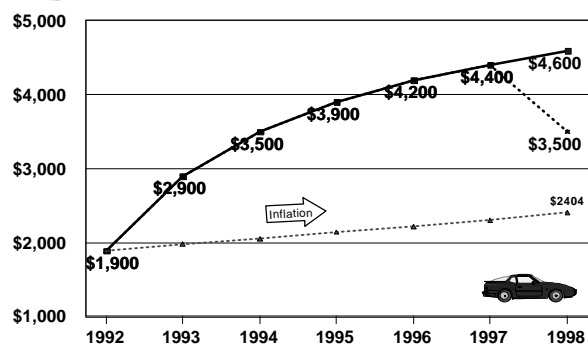
In another major change, the Targa Tasmania Classic competition is to be based on handicaps, with emphasis on driver skill, mechanical performance and reliability. It will focus on those cars that are unable to make the top overall winners list in the Modern competition. Targa officials say, *"it will run exactly as in the past except that competitors in the Classic competition will compete exclusively under the Handicap, and not for overall placings, to determine the Classic winner"*. Category and Class placings will be based on penalty times.

Targa officials say that cars in the Classic/Modern category overlap period of 1977 to 1981 will be eligible to compete in the Modern competition, which is for high performance cars. *"This division is purely competitive, with emphasis on driver endurance and skill and the technology of the car"* they said.

One change that is certain to appeal to entrants is the dramatic revision in the Entry fees. Entry Fees for Targa Tasmania have grown much faster than inflation and although the rate of growth has slowed in the last year or so, it has nonetheless been a concern to many.



Major Revision in Targa Entry Fees



In a major move, destined to put some smiles on entrants faces, the Entry Fee for the Historic competition has been set at \$2,500 and that for the Classic and Modern competitions at \$3,500. A reduction of \$900 on this year's fee and probably well over \$1,000 had trends continued.

And finally in another major move, the Early Bird discount has been substantially increased to encourage previous entrants back into the fold. *"Early Birds can get a further reduction of \$300 for the Historic and \$400 for the Classic and Modern competitions."* Those eligible for Early Bird discounts can reduce entry fees to \$2,200 for Historic and \$3,100 for Classic and Modern. Watch out for some aggressive direct mail over the next month or so!

To be eligible as an Early Bird, Targa officials say *"Applicants must have been a driver or navigator in the 1995, 1996 or 1997 Targa Tasmania events, nominate a car which is acceptable to the Selection Committee, and lodge the Application Form for an invitation to compete in the event, together with a deposit of \$500 with the organisers by July 31, 1997"*. If you don't believe all of this ... or you think it's all too good to be true, then contact Targa Tasmania on (03) 6224 1512.



Phillip Island Track Day Jaguar Car Club Saturday, May 10, 1997

This is just a friendly reminder that members of the Maserati Club of Australia, Inc. have been invited to a Track Day to be held at Phillip Island on Saturday (not Sunday) May 10, 1997. This event which is held around this time each year is extremely popular and well attended.

Members who are interested in attending this event should complete the Entry Form enclosed and forward it by May 7, 1997 to John Jones, Sporting Secretary of the Jaguar Car Club at 2 Keys Avenue, East Brighton 3187 (Phone: 9596 7247).

Principal details of the day are as follows:

Jaguar Car Club Phillip Island Track Day	
Eligible Clubs:	Jaguar, Maserati, AROCA, AHOC, Nissan-Datsun, Club Lotus, Triumph
Entry Fee:	\$80 if paid by May 7, 1997 \$100 if paid later
Entry Form	The Official Entry Form and General Supplementary Regulations are enclosed with this issue.
Scrutineering:	Opens at 8.30 am and closes at 10.00 am sharp.
Driver's Briefing:	In the Driving Grid at 10.15 am

If you would like to make a weekend of it, the Jaguar Club has organised accommodation at Banfield's Motel and reserved some tables for dinner at the Banfield Theatre Restaurant on the Saturday night. Children are most welcome! Contact the motel direct on (03) 5952 2486 and mention the Jaguar Car Club and your accommodation and dinner requirements. A free BBQ lunch will be provided on the Sunday by the Jaguar Club at the Phillip Island Wildlife Park. A nominal entry fee of \$5 for adults and \$3 for children has been negotiated. The entry fee includes a bag of food for the kangaroos. If you would like to go to the BBQ contact John Jones to advise the number in your party.

We need help!

The Club has two important track days left this year.

- Winter Track Day, **Phillip Island**, Sunday, June 29, 1997
- Spring Track Day, **Sandown**, Sunday, October 5, 1997

For BOTH of these events, we are looking for some willing helpers to give us assistance in one or more of the following roles:

- **Scrutineer**
- **Pit Marshall**
- **Flag Marshall**
- **Timing**

Each of these roles contribute significantly to making a track day, not only enjoyable and successful, but more importantly, they make it safe. Whilst the Club can not pay for your time, we will provide an excellent lunch and a BBQ and refreshments at the end of the day.

If you are available for one or more of these roles, on either one of these days, please let me know by completing the enclosed form and returning it by mail or fax. We need your assistance.



Autopro Winter Classic Rally Ballarat Light Car Club June 7 - 9, 1997

Just a reminder, in case you missed it in the last issue. The Ballarat Light Car Club has been granted the dates of June 7 to 9, 1997 by CAMS to conduct a rally under the new Touring Road Events Regulations.

The Autopro Winter Classic Rally will be an all bitumen rally over three days, consisting of two special stages per day interspersed with navigation sections, average speed sections, other driving tests and of course, social functions.

The timing of the event coincides with the Queens Birthday weekend and offers closed road stages to vehicles produced after 1975.

The entry fee of \$750 is all inclusive. Entrants should contact Philip Meikeljohn on (03) 5339 3055 during business hours or 0412 503 942 at other times.

A letter from Seymour Pond II President, Maserati Club of America

Following some communication recently with the Maserati Club of America, we received a letter from Seymour Pond who is currently President.

Dear Jim,

"Thanks for the detailed history of the club scene "down under". By the way do Aussies take offense of the term "down under"? Perhaps they just use it to differentiate the tourists! I find an amazing parallel between your various groups (Australian Clubs) vs Maserati Register and our clubs vs MIE. You might say that Mr Mandarano's reputation is a bit less than perfect in the US. Actually you might say that all of us at The Maserati Club owe our existence to him. Every US Club (and some Canadian) have formed so as not to be associated with his (assuming you can call MIE a club).

...Our club is open to anyone interested in Maserati regardless of ownership. In our case we have mostly Maserati owners-I'd guess at about 95%. We run 25 events a year, everything from track to social, but due to the size of North America they tend to spread across the map. It has been a big advantage to combine with the other clubs here into "The Maserati Club". As a result we are now looking at the possibility of forming 3 additional "chapters". One has definitely take shape over in California. Two more are in the wings.

...We are planning our first "international meet" now between all the "chapters" out in Colorado this summer. The whole Maserati Club experience has generated much more interest in the marque, many more members, a much better magazine and allowed us an international presence that we just wouldn't have otherwise. In the upcoming issues we are getting more and more input from the actual persona who flew these cars years ago as well as some well-known race historians who have recently showed interest.

...Yes, wine and cars. Do you know of a white wine from Australia called "Trident"? We bought some and used it at a club function recently. Very appropriate. In Modena I'm an honorary member of a local Maserati Club called "Scuderia Ossoduro". Their motto is: "We eat. We Drink. We Drive!" They claim it's in that order as well!

...Thanks for including us on your mailing list. I found the materials you sent quite interesting.

*Seymour G. Pond
President, MCAC
PO Box 5300
Somerset NJ 08875-5300 USA*

The Maserati Club of America publish an excellent quarterly magazine called IL TRIDENTE. The

magazine which is produced in Black & White is a glossy with outstanding photographs and interesting editorial. It is available for a subscription of \$US 50.00 by writing to Seymour Pond at the above address.

A Letter from Tony Wright Rally Tasmania

Dear Jim,

On behalf of all those involved in the 1997 Lactos Rally Tasmania and Lactos Heritage Rally, may I offer my sincere appreciation for the excellent coverage that you provided for our humble event, via the Maserati Club's Presidents Notebook. This excellent publication helped in attracting the entry that was forthcoming from the Maserati Club members, and in addition to those who set sail across Bass Strait, I also received a few extra telephone enquiries from your members.

A big thank you to all those members that competed in the event and special congratulations to Chris and Dee Stephen for winning the Lactos Heritage Rally with a superb drive in the Iso Rivolta. It would appear that after leaving Tassie, Chris has adapted well to Inner City Driving and has honed his skills even further. They look set for a great year! Another notable performance, came from Rusty French in his Porsche 911 GT2, who became embroiled in a great battle for outright honours with Ray Lintott in his Porsche and Les Walkden in a Mazda RX7 SP. Rusty set some amazing times on Day Two of the event and was outright fastest on the difficult 25km "Savage River Reverse" mountain stage.

After talking several of their friends into competing, it was a great shame to see Ross and Ruth Williams event end so early on Stage 3 against a tree in Hellyer Gorge. As Ross explained, "The Gorge finally bit me".

I am sure all those members that participated in the event, enjoyed themselves and once again thank your for your support of the event. I hope that we can attract the same response from the Maserati Club of Australia for an even bigger rally next February.
Yours sincerely,

*Tony Wright
Rally Tasmania Promotions Pty Ltd
650 Mount Road
Burnie Tasmania 7320*

April 18, 1997



Classic Adelaide November 6 to 9, 1997

A major new event for Historic Rally and Sports cars was announced in Adelaide recently. It is to be held in close proximity to Adelaide, immediately following the Melbourne Cup, commencing Thursday, November 6 and concluding Sunday, November 9, 1997.

Dean Rainsford, who is Chairman of the organising group Rally & Motorsport SA, says; *"We are organizing the event with the assistance of the team that brought the Australian Grand Prix to Adelaide, with a number of experienced rally competitors. The event has the full support of Australian Major Events, the South Australian Government and the SA Police."* Clerk of Course will be Jeremy Browne.

The Event

A "demanding" course, which will include thirty closed road Special Stages: all on public roads within 100 kms of Adelaide. The Touring sections between stages will provide competitors some wonderful scenery near Adelaide.

The Rally will start and finish each day in the City, enabling competitors to stay over in the same "5 star" accommodation hotel each evening of the event. There will be Super Special Stages present in the City to bring the event to the public and to ensure exposure for your sponsors.

Each day's competition will travel to a different area, with morning tea and lunch breaks at local tourist focal points including Grand Prix locations.

A separate category for Touring Entrants is offered. This will follow the same course over the four days, but the Special Stages will be traversed as normal road sections.

Who's Eligible?

The event is open to Historic Sports and Rally cars built before December 31, 1970. Model run-on for identical cars will be accepted. Vehicles will need to be eligible for road registration and will require safety equipment to FIA International Regulations. Modifications will be permitted in line with common Historic Vehicle Regulations, but modifications which alter the historic nature of the vehicle or its appearance, will not be accepted. A limited number of replica vehicles "true to the original" may be accepted. There will be separate categories offered for cars built

pre-war and before 1960. Cars entering the Touring category will not have to comply with the same level of equipment standards as those entered as Competitive Vehicles.

Further Information

Further information can be obtained directly from the rally organisers. Contact Glen Jones, General Manager, Classic Adelaide, 6 Cord Street, Dudley Park, SA 5008 Phone (08) 8344 4424 or Fax: (08) 8344 9830. A form for early application or to request further information is also enclosed.

New Members

The Club is pleased to welcome 12 new members, since March 1, 1997

Ansell, Simon	CANTERBURY VIC
Beable, Jeff	ENDEAVOUR HILLS VIC
Bryant, Mark	LOWER PLENTY VIC
De Fina, Antony	BRIGHTON VIC
Dillon, Antoinette	WARRAGUL VIC
Howieson, Mark	CARRUM VIC
Kitamura, Tony	MOSMAN NSW
Macpherson, Andrew	KEW VIC
Read, Glenn	MENTONE VIC
Thomas, Simon	BRIGHTON VIC
White, Timothy	KEW VIC
Young, Derek	SOUTH YARRA VIC

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

VALE

The Members and Committee of the Maserati Club of Australia, Inc. extend their profound sympathy and condolences to Natasha Oberoi and the family and friends of NEIL ASHMEAD who passed away suddenly today, Thursday, May 1, 1997.
