



Official Newsletter of Maserati Club of Australia Inc.

President's Report

Welcome to the first Maserati Club newsletter we have published in a long while. Going forward we aim to make this a very "on-time" quarterly publication ...The Trident.

This is also my first communication to all of our club members since being elected the Maserati Club President at the AGM in February. I am honoured to be in this role, and especially to be continuing on with the great work of our President, Andrew Mumford, who passed away in January.

I have been a member and participant of the club for over 20 years, mostly as a competitor but occasionally also as a scrutineer. My observation as a long term club member is that our membership seems to be made up predominantly of three groups of people; those who like to attend our club sprint days; those who use the club just for administering the Victorian Club Plates on their classic cars; and a smaller group of people who are genuine Maserati or other brand classic car lovers. It's this last group of people that I think the club needs to re-engage with more strongly. I too am in this group as a classic car enthusiast....I have a 2000 Ferrari 550 Maranello....but have rarely attended club events with it. In fact, I have only actually driven it once in the last 12 months, and that was a 10 minute drive up the road to blow out some cobwebs. It can't be good for our thoroughbreds to be couped up in garages and not used.

Given we are administering hundreds of Vic Club Plates for classic cars there must be an opportunity for us to coax some of you to bring them out of your garages, give them a run out on the open roads, and show them off to our other members. I include myself in this list. One of the things that I really like about the Maserati Club is that all of you have a huge range of classic cars, not just Maserati's or any other single marque. Seeing a variety of these classics from many countries and many generations driving and parking together would be a fabulous sight, not to mention sound. And you may even get to meet some great like-minded people who are keen to learn more about your car. If I commit to planning some events for you to bring your classic cars to, I really hope that some of you will support the club and bring them along for others to see.

For those who enjoy our track days, we have a strong calendar using both Sandown and Phillip Island during the year. These are always very popular events for the club. For me personally it's a shame we were forced to drop the Winton winter event due to lack of numbers. It was always my favourite track sprint of the year because it was often wet which enhanced the challenge for me, but the lower speeds of Winton made it very safe regardless of the conditions. Hopefully we can regain some interest to bring this event back on to the calendar in 2019.

I am a member of a handful of other motoring clubs, some of them rarely communicate and others literally bombard me with emails. I respect that most of you have very busy lives so I am looking forward to working with the Maserati Club over the next 12 months to try and bring some value to you all through regular, but not too much, communication and offering a range of events that you can choose to participate in.

As club members you are more than entitled to send me your feedback or ideas for the club, events you think you would like to see us run or anything that is on your mind. Please just drop me a note to President@Maserati.org.au

See you at the next event.
Steve Coad

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2018 MCA Track days

15 th July (Sunday)	- Sandown
31 st August (Friday)	- Phillip Island
3 rd November (Saturday)	- Sandown



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Coming Event – Lunch run to Alexandra



The Maserati Levante S

A personal experience

by Steve Coad

I was lucky enough recently to be offered a Maserati Levante S to drive for a few days in northern Sweden. It was January and the middle of winter up there. Temperatures were between -25 to -30 Deg C and the roads were covered in ice and snow; so very slippery.

My wife's daily car is a Porsche Macan Turbo, so I couldn't help but compare the Maserati to the Porsche each time I jumped into it. When we bought the Macan two years ago there was no equivalent SUV with Italian flare on the market. So we went for Germanic precision at the time.

I didn't initially love the look of the Levante as my perception is a sports brand like Maserati should be on sleeker cars that stand out from the crowd. But we are getting used to seeing so many sporting car brands now being applied to these large ungainly looking SUV-wagons. Led by the Germans, the Italians are now following. Maserati was first, with Alfa Romeo and Lamborghini soon coming. The Levante is a full size SUV, much larger than the Macan, more a competitor to the Porsche Cayenne, Jaguar F-Pace or Audi Q7. I think it's a far better looker than either of those and I actually grew to like the aggressive, even angry looking front stance.

The Maserati Levante S is the top of the Levante range with a twin turbo V6 engine that is produced by Ferrari for Maserati. And the engine is a cracker. I loved that in sport mode (which is the only mode I chose to drive in) the exhaust really opened up and the car took on a very impressive growl at idle and low revs and grew into an addictive "Maserati" bellow higher in the revs, followed by crackles and pops on the over run and downshifts. It is far superior to the Porsche Macan in this feature. Then in normal mode it becomes very quiet like a luxury sedan. The power and torque of the engine is also good and even though it is shifting a fair amount of weight, acceleration is rapid. The transmission is an 8 speed Automatic and whilst it's among the best auto's you can buy it's still not as sharp as the PDK transmission in the Porsche.

***the interior design,
quality and sumptuous
materials are excellent***

What I didn't expect from the Maserati was the high level of comfort. It has a huge amount of room inside the car and the very practical boot. We were four adults on most trips and never once felt uncomfortable or looked for more room. As a family wagon carrying big loads this car is fantastic. And the interior design, quality and sumptuous materials are excellent. I really liked the dashboard layout, the comfort of the seats and how quiet it is when cruising. The climate control and all the electronics performed faultlessly in the very harsh conditions we were in. Even though the roads were incredibly slippery the Maserati electronics never allowed us to have any scary moments.

Would I buy one in Australia? If I was in the market for a new, high end SUV, definitely. This would absolutely be at the top of my list. And most importantly, my wife loved it too and she is now an active "Levante spotter" back home in Melbourne. It's very practical, spacious, fast, and with a high quality interior. The final kicker for me is the Maserati brand, which is much rarer and more individual than the usual German logo's that are starting to dominate our cities.

As I mentioned there were four of us sharing the Levante during the week, and so much fun was it to drive that we were racing like teenagers to get the keys, resulting in us having to keep score of who drove it last time, to make sure nobody received more than their fair share on the roster.



Steve & Rachael in Sweden with the Levante S



The new Maserati Levante Trofeo

Maserati Levante Trofeo lands with 582bhp Ferrari V8

The highly successful collaboration between Maserati and Ferrari continues with the announcement of the 2019 release of the Levante Trofeo – an SUV Supercar.

What happens when you cross a twin-turbo Ferrari engine with a high-riding Italian crossover? Simple: you get the Maserati Levante Trofeo, a family-hauler with a top speed in excess of 300km/h.

There's plenty going on here, but we're going to start with the engine, because it's making some serious numbers – 440kW and 730Nm, to be precise, for a 0-100km/h time of just 3.9 seconds and a 300+km/h top speed. Those playing along at home may have already worked this out, but those figures are within a whisker of those offered by the MC12 supercar of a decade ago. Hold on, kids.

The engine, produced by Ferrari in Maranello, has the highest specific output of any Maserati engine ever produced.

When it comes time to slow down, Maserati is claiming a 34.5-metre stopping distance from 100km/h. There's no guarantee your family will ever get into a car with you again after testing that, by the way.

Power is put to the road through the same Q4 all-wheel drive system offered in the rest of the range, while an eight-speed ZF automatic transmission shifts gears. Maserati says its engineers (or the Ferrari team responsible) went through hell to make the V8 fit with its Q4 system, to the point where the engine has a new crankcase design, assembly, a new oil pump and a unique wiring layout.

To make sure all that power doesn't turn the Levante into a wayward handler, the car rides on a reworked double-wishbone front and multi-link rear suspension, along with wider tyres wrapped around 22-inch forged alloy wheels. Along with the usual range of drive modes (Normal, ICE, Sport and Off Road) there's a Corsa (track) mode.

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Swapping into the raciest setting gives you a sharper throttle, opens the exhaust valves, speeds up the gear shifts and stiffens the SkyHook adaptive dampers. Throw revised all-wheel drive and ESP calibrations, and you've got the raciest SUV this side of an Alfa Romeo Stelvio QV.

As if the V8 thunder and terrified passengers weren't enough of a hint, there are plenty of unique styling touches on the car's exterior to set the Trofeo apart from more mundane Maserati family-haulers. The front bumper has massive air intakes set down low, and the rear diffuser wears carbon-fibre highlights.

Those 22-inch wheels are a good giveaway, too. There are special Trofeo badges scattered around the exterior, to match the ones embedded in the headrests of the quilted, contrast-stitched leather seats inside.

Matte-carbon trim adorns the dashboard and paddle shifters, while a 1280W 17-speaker Bowers & Wilkins stereo is standard. If you're not listening to that V8 run towards redline, you're doing it wrong though.

"The production of the Levante Trofeo starts this summer at the refurbished Maserati plant in Mirafiori (Turin), Italy," said Edward Rowe, communications boss for Ateco Automotive, Maserati's local importer.

"The fastest Levante in Maserati history is initially intended for overseas export markets, starting with the U.S. and Canada, and has yet to be confirmed for the Australian and New Zealand markets."

Fingers crossed we see it here soon.



The 2018 Grand Prix Dinner at Lamaro's

Lamaro's in South Melbourne was again the venue for our traditional Grand Prix Dinner.

The Long table in the Wine Room was reserved exclusively for us and it was fully booked well before the function. With built-in wine cellars and marbled walls, Lamaro's Wine Room is a unique and impressive space to partake in their excellent menu and wine selections.

The sounds of racing engines from nearby Albert Park could be heard and really set the atmosphere as we assembled in the bar room for pre dinner drinks and delicious finger food.

This was new club President Steve Coad's first official function and he opened proceedings with some well chosen opening remarks.

A regular attendee over many years is ex Maserati Club UK President, Brian Harris who migrates south every year for the Australian summer. We always enjoy his presence every year.

Head chef Jay Sinclair again excelled in creating a 3 course dinner in his inimitable style.

We thank Lamaro's for again going out of their way in looking after us in the style we have become accustomed.



Kathy Klaver with Lindsay & Kim Ryan

It gets messier towards the end of the night



Brian Harris with Steve Coad

Lamaro's – an institution:-

Lamaro's in South Melbourne was last in the hands of Colonial Leisure Group, which ran it as a fire-fuelled Spanish bodega. Once upon a time, Michael Lambie electrified the tables with his Sichuan duck. Almost always, there has been the double act of public bar (an impressive curve hemmed in with stained glass windows, where South Melbourne suits and lush locals have crushed craft beers and Carlton Draught side by side) and a dining room pushing serious wines and serious chefs. The serious wines and serious chefs always of interest to us.



If you're looking for gift ideas why not check out the Maserati Store at www.maseratistore.com/au_en. Amongst a host of other gear I found the watch section, always dangerous!. The most iconic elements in the history and design of Maserati are captured in these original, classy chronograph creations that won't break the bank. There is a comprehensive range of memorabilia, clothing etc. also available in the store.



Incorporating the Victorian Super Sprint Championship Round 2 SANDOWN INTERNATIONAL MOTOR RACEWAY

It was wet wet wet on the day, making it challenging for our volunteer officials and entrants alike. Nonetheless most of the 84 strong entry list showed up for our track day that incorporated the second round of the Victorian Super Sprint championship. The conditions were pretty challenging to attempt a quick lap, but those that ventured out acquitted themselves well. There were plenty of oversteer slides as a large variety of cars slithered around Sandown. The link to the day's timing results from Natsoft timing can be found here:- http://racing.natsoft.com.au/640259153/object_158374.87p/Result?24

It takes a large team of club volunteers to organise and run these days, largely unsung heroes, so I thought I would introduce some of them to the larger membership so you can recognise them at the next event. They truly are VIP's when it comes to running these days.



Terrorising Pit lane

John Hadden Tim Shepherd Steve Coad



Documentation

Claire Molnar

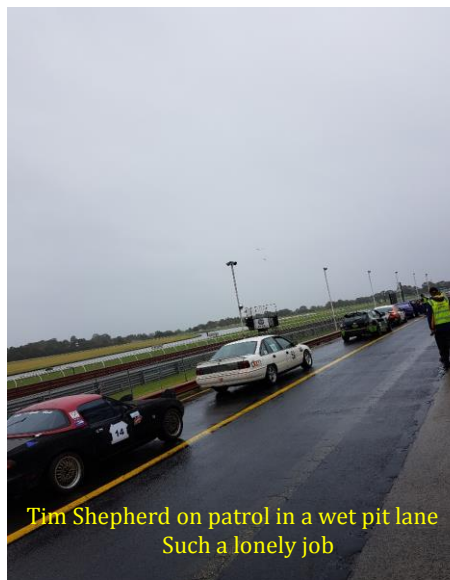
Chris (the fuhrer) Stephen

Donna

Jim Stephen



Donna - our Ballarat A lister
looking sharp in her hi viz vest



Tim Shepherd on patrol in a wet pit lane
Such a lonely job



Scrutineering - Adam Turner Territory



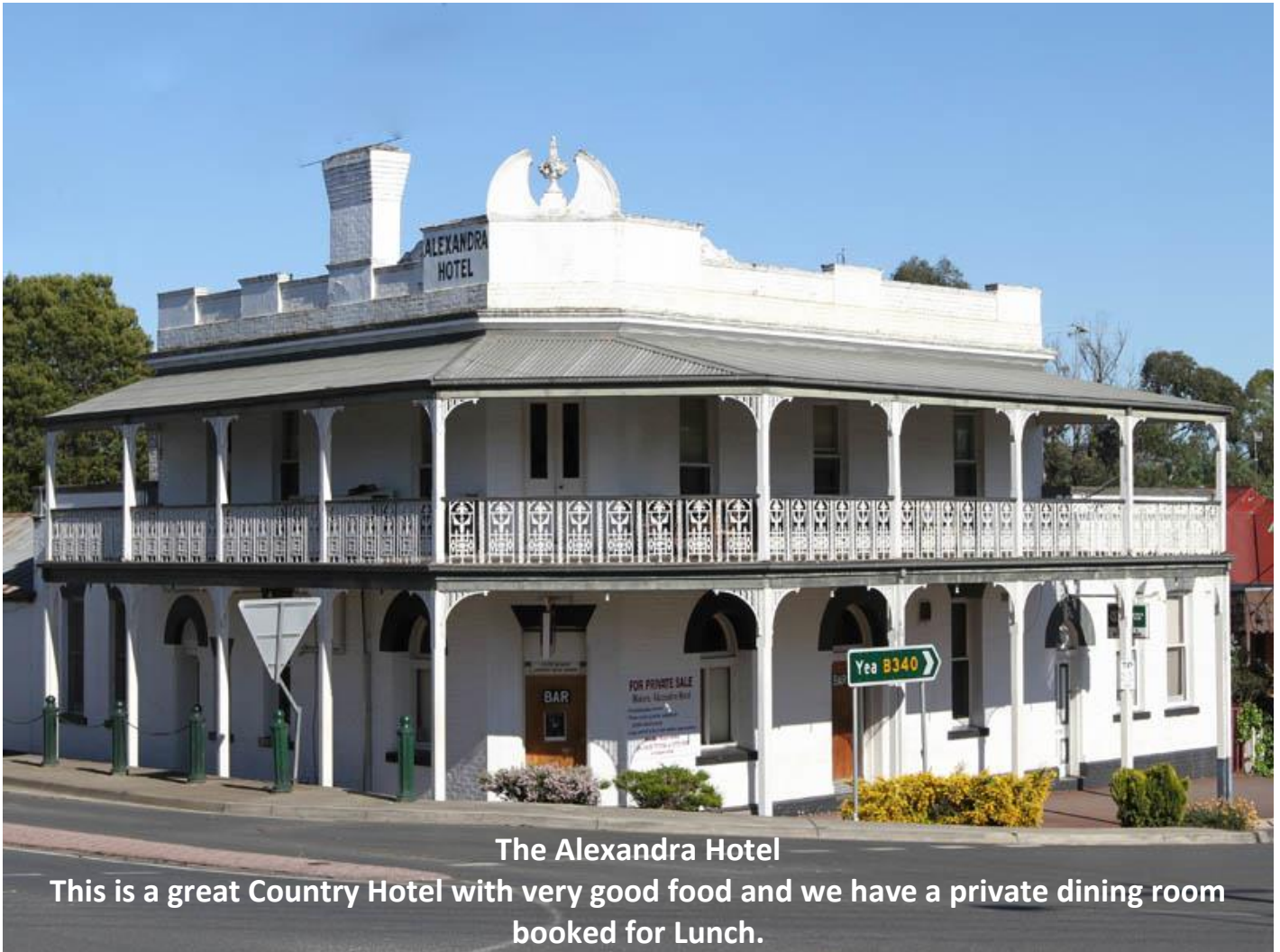
COMING EVENTS

Social Drive Sunday May 6th 2018

Epic Drive to Alexandra
via

Yarra Glen, Chum Creek Healesville, Narbethong, with a 30 min break at Marysville (95km)
Then on to Taggerty, Eildon, including a drive across the dam wall, Skyline Road to Alexandra
With lunch at the historic Alexandra Hotel (80kms from Marysville)

This is an awesome drive for both classic and modern cars through some of Victoria's most iconic scenery



The Alexandra Hotel

This is a great Country Hotel with very good food and we have a private dining room booked for Lunch.

Meeting Point: Croydon Hotel

47 Maroondah Hwy Croydon. Vic 3136

9.30am for 9.45am departure

Lunch Point: Alexandra Hotel

64 GRANT ST ALEXANDRA VIC 3714

PLEASE EMAIL: secretary@maserati.org.au

NUMBERS ARE ESSENTIAL AND MUST BE EMAILED BY THE 29th OF APRIL.

There is no charge for the drive just pay for food and drinks consumed.

Chris Webb

His car : Jaguar XK 120



Seeing Chris at the recent club track day at Sandown he looked a bit like a dog that's lost his bone. It was pretty wet and miserable so I thought that was the reason he was sans car. Not so, His beautiful Jaguar XK 120 was actually on its way to England for one of the biggest Jaguar celebrations known to man. It is entered for the XK 70 anniversary celebrations.



The Jaguar XK Club will celebrate 70 years of the XK engine with the XK70 Jaguar Festival

The number of attractions confirmed for this summer's XK70 Jaguar Festival at Shelsley Walsh Hillclimb is growing fast. The family-friendly event in Worcestershire on 9-10 June will celebrate the 70th anniversary of the ground-breaking XK120 and all subsequent XK cars and engines, and in the last month more well-known Jaguar personalities and cars have committed to taking part.

Two guests of honour newly confirmed for the Festival are Sir John Egan, the chairman of Jaguar from 1980 to 1990 who saved the company from bankruptcy, and Keith Helfet, the former Chief Stylist at Jaguar who designed the XJ220 supercar, the XK180 concept car which commemorated the XK's 50th anniversary, and the 1990s F-type concept. Another well-known personality at the Festival will be Edd China, former presenter of Discovery Channel's hit TV programme 'Wheeler Dealers', filming and taking questions in a session of 'Ask Edd LIVE'.

The Jaguar Daimler Heritage Trust will be bringing three cars to the Festival. Two very important historic XK120s - NUB 120 - famously rallied by Ian and Pat Appleyard and winner of the Coupe D'Or, and LWK 707 the 'Montlhery' car which was driven at over 100 mph for 7 days and 7 nights, round the Montlhery track near Paris, by a team of drivers, including Jack Fairman, Bert Hadley, Leslie Johnson and Stirling Moss. The JDHT will also be bringing the last XK engined car to leave the factory and the plan is to take all three of the cars up the hill a couple of times over the weekend.

Other cars confirmed for the two-day event include the TWR XJ220C driven by David Coulthard, David Brabham and John Nielsen at Le Mans in 1993; XJR-5 road and race cars built by TWR, with XJR race cars to be driven at speed up the Shelsley Walsh course by Goodwood Hillclimb winner Justin Law; the JD Classics collection of historic XKs, some to be driven up the hill by Chris Ward; the full range of Special Edition Eagle E-types; and Eagle's historic collection of a dozen important E-types.

Also coming to XK70 are three of Jaguar's legendary Group C racing cars, including the 1987 World Sportscar Championship-winning XJR-8; XK120s, 140s, and 150s; and a whole raft of XK-engined cars including C-types, D-types, E-types, and XJ6s. Cars are being brought to the Festival by owners who live in the UK, mainland Europe, Scandinavia, and the USA. The event's organisers, the XK Club, are aiming to set a world record by gathering 700 classic XKs in the same place at the same time.

Fairly typical way things are done in the UK, this event will be shoe horned in to a pretty crowded classic car calendar in the UK summer that includes Goodwood Festival of Speed and Goodwood Circuit Revival. All feature Spitfire fly pasts! Once he comes back I hope to do an article on his experiences in this once in a life time event for Jaguar enthusiasts.

Association of Motoring Clubs

Club Permit Scheme update

AOMC Report.

By Jim Stephen

The Maserati Club of Australia are members of AOMC (Association of Motoring Clubs). Your club have been members of AOMC for years and have recently re joined after a year or two lapse.

The AOMC is as its name suggests an association of motoring clubs and is classed as the peak body for car clubs. The AOMC has well in excess of 200 member clubs and they support club events and organise many events and car shows themselves. They also run seminars on various matters of interest to their member clubs including restoration workshops.

The AOMC is also the place that Vicroads go to discuss changes to the Club Plate Permit Scheme, and are constantly asking the AOMC for feedback. There will be a full review of The Club Plate Permit scheme in 2019.

The AOMC also produce an excellent Club Permit Scheme Handbook which The Maserati Club have ordered copies of and are available to members at cost \$4.00ea. The AOMC website is also a valuable source of information and their quarterly newsletters are on their website. www.aomc.asn.au

At their recent meeting that I attended, there was some discussion regarding the correct filling out of Logbooks. If you drive your car without having made an entry in your logbook, you are driving an unregistered car, and the fine is substantial. You must make an entry every day your car is driven more than 100m from home or where it is garaged. If you drive your car on more than one occasion during a day, the original entry is sufficient.

If another person, say your husband or wife drives the car during that same day the original entry is sufficient. If you are out past mid night you are into another day, and a new entry needs to be made. Vehicles with Club Plates are on the Police Vehicle recognition system, and are also on the Citylink system.

There was an instance recently where a person was seen driving their Club plated vehicle quite regularly, and was asked to attend the local police station in their vehicle. The police inspected the log book and the entries did not correspond to the sighting of the vehicle on the road. The person was issued with multiple tickets for driving an unregistered vehicle.

All members be aware that it is a privilege that we have this system, so please abide by the requirements strictly.

Any members requiring further information check out the AOMC website or contact Jim Stephen.

secretary@maserati.org.au

For first time Users of the Club Plate Scheme:

We require a roadworthy certificate and the 5 photographs on a USB stick as required by Vic Roads to be sent in with your application to Andrew Ogg.

The club's approved roadworthy Inspector is Andrew Spiteri at V&A Spiteri, and they will arrange an inspection at their premises. If in their opinion the car is safe to be driven on the road you will receive a RWC for you to deliver with your photographs on USB and your completed Vic Roads application forms to Andrew Ogg. He will inspect the vehicle and fill out the necessary paperwork and return it to you for presentation by you to Vic Roads for registration of your vehicle in the ordinary way.

AS SOON AS YOU GET A CLUB PLATE REGISTRATION NUMBER YOU MUST NOTIFY THE CLUB

Club Plate Renewals

No roadworthy is required. Send the renewal form to Andrew Ogg. He will process it and send it back to you.

Mail new applications or renewals to:

Andrew Ogg, 1 Swinton Ave. Kew 3101 Contact-Tel. 0418 360 762.

If Andrew is unavailable;

Chris Stephen, PO Box 146, Mount Eliza, 3930, Tel 0418-123 255.

YOU ARE REQUIRED TO SUPPLY A STAMPED ADDRESSED ENVELOPE FOR THE RETURN OF DOCUMENTS

For RWC vehicle inspections:

V&A Spiteri, 34 Joseph Street, Blackburn North. Andrew Tel (03)9899 4852

[Download Application Form](#)

VicRoads FAQ link

www.aomc.asn.au/club-permit-scheme

Further information regarding the VicRoads club plate scheme can be viewed on the VicRoads website at this link:

www.vicroads.vic.gov.au/registration/limited-use-permits/club-permit-scheme

Of course, we are happy to answer any queries that you may have.

MCA Committee Contact Details



The MCA Club Committee 2018

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