



Official Newsletter of Maserati Club of Australia Inc.

President's Report

It's hard to believe that it has been four months since our previous 1st issue of the new Trident newsletter. We received lots of really positive feedback from many members in the club who enjoyed having the newsletter back after long absence. Thanks very much for your support. Hopefully you will all enjoy this 2nd issue as well.

Since the last newsletter we have run a social drive day which was oversubscribed for the first time since I can remember. And we ran a Sandown track day where it was great to see lots of people bringing their road/track cars for a spin. You can read more about both of these events in this newsletter.

You will also be able to read about our successful campaign to 2nd place in the Phillip Island 6 hour relay race. We had two teams entered and it was Maserati Team Red that secured the brilliant 2nd place in this complex handicap event. It is an event we at the club have been trying to get onto the podium at both Winton and Phillip Island for more than 20 years.

We have more coming up during the year including our track day at Phillip Island on 31st August where we will be bringing back passenger rides under CAMS new stricter safety regulations. The guys have spent a lot of time working out how we can comply with these regs, but still enable passengers to enjoy some time on the track. We believe passenger rides is a differentiator for our track days and something many of our members will want us to continue to offer.

I hope you enjoy this issue of the Trident and I look forward to seeing some of you at Phillip Island.

Steve Coad

Editor's Footnote:

Due to the diversity of our club membership, I had a big dose of self indulgence in this issue to add some events and report on events that aren't necessarily MCA Events as such, but would still be of interest to our wider membership. In my experience from attending some of these, we would see quite a few of our members being involved or attending either as a competitor or as a spectator/innocent bystander!
I hope you find them topical
My thanks to Jim Stephen, John Aust and Clare Molnar for their input in this newsletter.

Jack klaver

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2018 MCA Track days

31 st August Spring Track Day	- Phillip Island
3 rd November (Saturday)	- Sandown



The new Maserati Levante GTS - page 2



MCA Team RED & BLUE in the 6 HOUR. - Pages 7-11



The New Ferrari Powered V8 Maserati Levante GTS SUV

Maserati has unveiled another go-fast version of its Levante SUV, whipping the covers off the V8-powered GTS at the Goodwood Festival of Speed. Maserati has revealed its second V8-powered Levante and while not as potent as the recently revealed Trofeo it will be all the SUV most families need.

Installed with the same Ferrari-built 3.8-litre twin-turbo V8 found in the range-topping Trofeo, the GTS gets a slightly milder tune but remains lightning quick.

The re-engineered Quattroporte GTS engine produces 404kW at 6250rpm and 730Nm from 2500-5000rpm, down 36kW and 40Nm on its SUV sibling, and rockets from 0-100km/h in 4.2 seconds on to a top speed of 292km/h. Behind the Maranello-built motor is an eight-speed ZF automatic transmission powering all four-wheels and a mechanical rear limited-slip differential.

Bringing the two-tonne Italian to a halt are six-piston callipers over 380mm brake rotors upfront and 330mm rotors on the rear finished in unique red paint. GTS-specific chassis tweaks include six levels of Air Spring control that cover 75mm changes in ride height and matching tuned dampers. Suspension modes are controlled via Maserati's Integrated Vehicle Control that brings further tweaks to the Q4 all-wheel drive system for greater rear-wheel drive bias.

Sitting above the current six-cylinder range on offer, the GTS is made distinctive with the same rear and front bumper as on the Trofeo, chrome grille surround with blacked-out vertical slats, lower honeycomb-grille inserts, fog lamps, led matrix headlights, body coloured front splitter and rear diffuser and, of course, a GTS badge. It rides on 20-inch large alloys, but further 21- and 22-inch alloys are available.



Inside the GTS is distinguished by its bespoke full-grain Fioro Pieno leather in a selection of colours, Alcantara headliner, unique instrument cluster, a 14-speaker Harmon Kardon sound system and aluminium sports pedals.

Like the rest of the 2019 Levante range, the GTS is available in 11 new exterior colours and also comes with a new infotainment system and revised shift selector with improved shift pattern.

Both V8 Levantes are yet to be confirmed for Australia but knowing our penchant for powerful SUVs at least one model should make its way here.





The 2019 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 Big Brother to the GTS – 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.

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

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."



Maserati Club Social Drive to Alexandra - 6th May 2018

The Club held its first Social Drive for a long time, and this was a very well attended event.

43 People in 23 Cars assembled at the Car park of The Croydon Hotel for a 9.45am Start. Instructions and maps were handed to all crews, plus a number of sheets of questions to be answered from information gained along the intended route. In addition there were a few sheets of place names that had been jumbled for people to "unjumble".

The route and the questions had been supplied by club member David Henry, and we thank him very much for this. David and his wife Belinda joined us to make sure we didn't go astray.

An excellent drive via a coffee stop in Marysville. The sun was shining and so a great day for a drive. After Marysville we travelled on to Eildon, and a loop around to take in a drive over the dam wall, and a stop for most to take in the great views, from the Dam wall.

A fabulous drive through some beautiful country, with some beautiful Autumn leaves throughout to make the drive even more enjoyable.



There was a great array of Cars, with many classics, including 2 Maserati's, 2 Ferrari's, a few Mercedes, a Mini Cooper S, a Jaguar, a De Tomaso, and a Fiat, plus an array of modern cars including Maserati, Mercedes, BMW's, and Renault's. A special thanks to the Renault Car Club for supporting our drive day as well as our Track Days.

Then it was on to Alexandra where we all met at The Alexandra Hotel for Lunch. After everyone had Lunch, (unfortunately a little slow for some), David went through the questions and correct answers which created a lot of competition and hilarity.

At one stage the scrutineers were nearly needed to sort out the winners.

The eventual winners were decided as Tony and Angela Read, and Jeff and Nerrida Beable, with Ian and Val Swan and Graeme Rasmussen extremely close.



Bruce Shepherd and Clare Molnar
Enjoying their Shiraz



Past Events

Social Drive Day to Flinders - 17th JUNE 2018

DRIVE TO FLINDERS GOLF CLUB, 17/06/2018

What a great day we had driving for lunch at the Flinders Golf Club and catching up with friends who we had not seen in a while.

The day started in great spirit at Lorbek Luxury Cars. The weather looked promising, refreshments were greatly appreciated. For that, we have to mention our thanks to Srecko Lorbek, David and Simone for the lovely hospitality.



Everyone enjoyed a “walk” amongst some rare and prestigious cars in the showroom. Unfortunately, the moment we were on the road toward our next stop at Baxter, to meet with the those living on the Peninsula, Mother Nature decided to throw us a challenge. Torrential rain made the drive difficult. However, to our intrepid members, it did not represent a real problem.



In the end, after Baxter and Arthur Seat, 46 brave people made it to lunch at Flinders. We were rewarded with great view of the sea, great food and the usual good company.



Many thanks also to Adam, Bruce and David for all the help. I most certainly could not have done it on my own. All in all, a very successful day. It was also great to see four Maseratis’ in the parking lot.

Clare Molnar

Past Events

Noosa Hillclimb Winter 2018

A report by Jim Stephen

The Noosa Hillclimb was held on the weekend of 8th and 9th June. The Hillclimb is held on a section of closed off road in the National Park on Gyndier Dr Tewantin, just out of Noosa on The Sunshine Coast. The road is normally closed to traffic and accessible for use by bike riders and walkers/runners.

It is opened twice a year for the running of the Hillclimb. Run by The Noosa Beach Classic Car Club in conjunction with The Historic Racing Car Club of Queensland. It is run twice a year in June and November.

The Hillclimb is 1.5km long and has 14 corners, making for some fabulous spectating.



The weekend is billed as the finest way to spend a sunny weekend this side of England's Goodwood Revival.

It is a very popular event and this one attracted 140 entries, many travelling from many parts of Australia. The event has been running for 21 years, and attracts a huge variety of cars. Open wheel F3 cars, a replica 1968 F1 racer, wide body racing Porsche 911, the latest all wheel drive performance Audi's and plenty of Ford Escorts, Mustangs, Falcons, Holden Commodores, and turbocharged Evo's and WRX's. Even an ancient Austin7 that slowly made its way up the hill. There were a number of Alfa Romeos, plus some hillclimb specials. There was one beautiful sounding V8 Maserati.

The event attracts some top names in racing, and this year was no exception. Luke Youlden, current Bathurst 1000 champion arrived in a brand new \$150,000 Audi RS4 Avant to held raise awareness for the Drive against Depression charity.

Youlden managed a 61second in the car which put him in the top 10, in a stock standard road car. Content with a good time he then carried out passenger rides for the rest of the 2 days, fundraising for the charity.

Michael von Rappard was the quickest with a 51.05 in his open wheel Dallara Hayabusa, and he holds the track record from last year. Quickest closed car was the evergreen Mark Trenoweth in his brutal 1979 Jaguar XJS Racer with a 58.30.

A great weekend was had by most with the usual offs, especially on Saturday morning with a damp track. A beautiful 2016 Audi RS3 had a reasonably large off understeering and demolishing a substantial tyre wall. Luckily no one was injured during the various offs.



Past Events



Team Maserati takes amazing 2nd place at the Phillip Island 6 Hour

The Club over most of the past 25 years has taken part in long term duration regularity relay types of events. Back in the late 90's, early 2000's it wasn't unusual for the club to field as many as 4 teams comprising at least 4 drivers in event fields capped to a maximum of 40 teams. In those days these well run events were run by the Marque Sports Car Association on the long track at Winton and a massive contingent of Club members would descend on Benalla to drive, provide mechanical assistance, perform team management duties and to assist in support roles in the pit garages and pitwall timing etc.

Competitive and exacting, these regularity relays don't necessarily rely on speed to achieve a good result but more on the competitors ability to maintain a tight discipline and ability to circulate consistently within a pre-determined nominated lap time. It's also imperative that drivers have a clear understanding of the scoring system which takes into account bonus laps awarded for consistency offset by penalty laps for breakouts on nominated times plus other imposed penalties that may occur.

It had been 13 years since the Club achieved any podium success which was a 3rd placing at Winton in the final year that we competed in a 6 hour at that circuit.

Since 2006 when we took part in the inaugural Phillip Island 6 Hour the Club has fielded teams there in most years, generally missing out on the handful of occasions because our team entries arrived a day late on the Secretary's desk. That's right, to get a chance to run you had to have your entry in on day one.....the event has always been that popular.

The attraction is that it's open to ordinary car clubs, you only need a Level 2S licence, your vehicle requires very few modifications to make it eligible and you're out on one of the worlds great circuits mixing it with 49 others driving anything from a Mini to a Porsche.....some simply liken the event to a mini Bathurst for club level drivers.

Here is John Aust's report on Maserati Team Red's effort on the weekend of 28/29 July 2018.

This year for the first time in many years I had virtually no involvement in doing the groundwork associated with the event and selecting teams. It had just become too hard with work and living in Canberra so I put total reliance on fellow Team Manager Greg Aimers (Maserati Team Blue) and basically just rocked up on the eve of the event.

In the weeks leading up to the event Greg was faced with numerous changes that needed to be made to both the teams that the Club had entered.... even as late as the eve of the event my team lost a member, so going back to 3 cars and 3 drivers would make Team Red ineligible to start the Saturday session. Fortunately Greg was able to provide me with the fourth car required from his team, and for the umpteenth time he went off to the event admin to make the change on Saturday morning.

So my final team line up was to be:

Neil Haesler	Hyundai Excel
Clive Ablitt	Datsun P510
Tom Bartley	PRB Birkin
Ernst Luthi	Renault Alpine A110



SATURDAY QUALIFYING

Neil and Clive I already knew and have managed over the years, but Tom and Ernst were new so it was important to get to know them quickly. A big plus was all these guys already knew their way around the Island.

After attending briefings, getting all the cars through scrutineering, admin exercises etc. our qualifying time on track opened up at 10.15am on Saturday. This is the opportunity for the drivers to come to terms with how they think they are going to approach the event on Sunday, get their cars set up the way they want, and to put in the required 5 timed laps in order to ensure they take part on the Sunday.

Neil in the Excel was first out.... I'd intended to leave him out for 30 mins or so, in what were perfect conditions, however he'd no sooner got out on track, completing a warm up lap when the Safety Car came out just to trundle around for a couple of more laps before getting a green flag enabling him to get stuck back in to some solid practice. He only lasted a couple of more laps when he unexpectedly pulled out of the session and returned to the pit area with what turned out to be a blown motor. A sinking feeling (which I'd been familiar with previously at this event) hit my guts, as everyone shoved their heads under his bonnet then walked up way with faces lowered forlornly. Anyhow, Neil was not going to be put off by this and told me that he would trailer the car back home to Cranbourne, put in another motor and return later that day. At that point I had no idea and had not considered as to whether he'd be eligible to run. Anyway off home Neil went sometime after 11am.

OK... had to get on with it,,,,Clive Ablitt went out lasted a couple of laps before coming back in to ramp up his tyre pressures which he'd overlooked, leaving him slipping and sliding all over the track. Back out on track and for the remainder of his qualifying time Clive looked like he'd found his groove....which is so important to how you go about nominating each drivers time at 5.00pm on Saturday arvo.

Both Ernst Luthi in the A110 and Tom Bartley in the PRB did the same, both providing me a good level of consistency with their qualifying times. Ernst had managed to drive the A110 a couple of seconds quicker than he ever had previously at the Island thanks to suspension upgrades made to his car, so I was going to exercise some caution in making a decision as to what he should nominate. I was also a bit wary as to what to suggest Tom in the PRB should nominate for, again consistency was there, but I also knew that he and the car were capable of going at least 4 seconds quicker than I saw today (researched him on Natsoft).....so it was just a matter of telling him to drive to a more relaxed formula and just put faith in him to do it. In fact that concept of "putting faith in your drivers just to drive within their nominated time" is a massive consideration that I repeat constantly during the course of the event.

Well we got to the conclusion of qualifying without further incident at around 3.45pm and it was time to discuss and decide with the drivers as to how we what we were going to nominate.....Bloody Hell.....what was happening with Neil??.... I tried ringing him a couple of times without success, then got a text back saying he was 10 minutes away.

He pulls back into pit area with Excel on trailer, and says that new engine is in and wants to go out and do some more qualifying and test the fresh install..... had to tell him that the track was closed....and he'd only find out more when he took off from the grid at 10.00am on Sunday morning. Truly a remarkable effort to travel from PI to Cranbourne and back in less than 4 hours completing an engine swap in that time.

Of great concern was whether Neil had done sufficient to qualify to start on Sunday.....fortunately he made the minimum requirement.....5 laps were done prior to the blow up....none of them providing anything meaningful to assist with nominating a time. I had a number that I'd pulled out of the ether in my head, so talked to Neil who came out and said "I think a 2.04! And I'll try to drive to that!" Although totally untested, that was music to my ears, as that was the time that I had blindly plucked out as well.



Sash Change –Steve Coad

Past Events cont...

6 HOUR - SUNDAY – IT'S SHOWTIME

It had rained heavily overnight.....so arrived at a cold, cloudy, wet and windy tracknot exactly brimming with optimism. Given the changed weather conditions overnight all the teams were given a final opportunity to amend their drivers times (by 8.30am) to suit "wet" conditions. Many teams did make changes as I understand, however I opted not to as I felt that conditions would improve during the course of the day, and to change a nomination in those circumstances would give drivers no driving joy at all .

Come 9.55am5 minutes to start time, was pretty happy that I didn't change the times as the track had virtually all but dried out, so the conditions now were just bloody cold and very windy, and the clouds had lifted a fair bit.



10.00amGreen light.....off and racing, Neil is a regular circuit racer in the Excel Series so I'm pretty confident that he'll stay out of trouble in the opening laps, settle down into a routine and hopefully the car hangs together for the next 34 minutes or so until Tom Bartley goes out. Thankfully this first stint goes exceedingly well, Neil is punting around extremely consistently and has gone and scooped up 27 bonus laps to give the team a very handy start.

10.36amTom Bartley in the PRB Birkin out on track.....and puts in 30 minutes of consistency, but not in the ballpark to earn any bonus laps..... he'd gone out on wet/intermediate tyres which proved to be a liability of a few seconds a lap.....so it would be back on with the dry tyres for the next session provided these conditions held up....

11.00am – 11th position

11.06am..... Out goes Ernst in the gorgeous A110.....conditions a total contrast to yesterday which don't agree with this super lightweight car, even so Ernst circulates consistently gradually pulling his times down, earning us 1 invaluable bonus lap for our score. Ernst returns to the pits confirming the car is getting a hammering from the severe winds.

11.39am..... Clive in the Datto enters the track and takes a couple of laps to get into his routine which he does and hits times that I'm optimistic will soon get him into some bonus lap rewards but traffic issues seem to take their toll....so am relieved to see him circulate without penalty or incident.

12.00noon – 8th position.....improved largely by not incurring penalties.....some rivals starting to crack..

Jump to 1.01pm..... the on track sequence order had changed, as Neil in the Excel had his alternator fail after his first excellent session, he is now back on the track for his second session after repairs done. Track conditions despite the wind and cold are still quite good. This as it will turn out will be a true purple patch for 33 minutes..... my nerves are on a razors edge as he circulates and I watch the lap board go up showing his times....he does 13 laps and earns bonuses on 10 of them.....earning a total of 40 Bonus Laps for our team score... simply a supreme effort and result.....

1.30pm – 4th position.....thanks to Neil's efforts.....amazingly our Bonus Laps accrual stopped here.....

2.00pm – 3rd position.....rivals Mustang Magic holding 1st copped a penalty dropping to 4th....

3.00pm – 2nd position.....2 time winners PIARC-Scarcella Motorsport relinquished 2nd and dropped to 8th after making strategy error.....(sent out a driver they'd nominated for a wet timeunfortunately broke out on his time on a still dry track)

At this point in the day I was just satisfied that we had persevered in holding down a very strong position, the weather looked as though it was about to turn and prospectively we didn't look like earning further Bonus Laps.....in a very clear 1st position the MX5 team "Panorama Mountain Men" had pretty much built up an unassailable lead since 2.00pm.....they would need to make a serious mistake to fall out of that position. My attitude was just to circulate and have the guys not break Golden Rule number One ie. Do not incur a penalty of any sort for the duration of the Event!!!!



Neil Haesler -
Hyundai Excel



Tom Bartley -
PRB Birkin



Clive Ablitt -
Datsun P510

Past Events cont...

3.14pmonly 45 mins to go.... Tom and Ernst had done their job, and everything that was asked of them as the day progressed.....Well done guys, although I had to retain Ernst in full standby mode to see the day out. This was to be Clives final short stint and it had just started to drizzle....the plan was to have him do a few laps and then send out Neil on hopefully a still dry track to perhaps grab a few more Bonus Laps as you could throw a blanket over 2nd, 3rd & 4thscores were so close.

Clive had been out there for only 3 laps or so as the rain started increasing.....when the Safety Car came out.....but where was Clive....it took a couple of minutes to fathom that Clive had had a big off at Siberia and was the cause of the Safety Car.....!!

Neil Haesler was poised in the garage to go however I couldn't release him on track until an official provided us with a replacement sash to go on Neil's car.....it took a damn eternity, despite screaming out "SASH! SASH!" to the pit lane official who ambled up at his own pace to provide the replacement.....won't forget that.....seriously unimpressed!!!

Anyhow we got Neil out on track at 3.27pm and found out that Clive was thankfully unscathed getting the all clear after being checked out by the medics.

3.30pm...Crikey!! We'd dropped from 2nd to 3rdscores super close..... former winners, the Mini Works Team had picked up Bonus Laps and the word was out they were coming home strong.....!! We also dropped a lap after the agonising sash replacement issue....feeling real stress right now! So Neil pressed on in that final 30 minutes on a pretty wet track, and circulated quite quickly although I was just content for him to get to the chequered flag as Bonus Laps in these conditions were unattainable.

4.00pm....WELL DONE TEAM.....Neil takes chequered flag, but I have deep concerns as to whether or not we have managed to hang on to a podium position.....the only way to find out is to go to the presentations at 4.45pm I said to the boys "Brace yourselves, we may have just missed out....."

4.45pm...Presentations commence with legend John Bowe doing the honours.....

The announcement on the placings commenced "3rd Place - Mini Works Team" we moaned quietly to ourselves, believing they had just squeezed us off the podium.....

Dejection was short lived though.... "2nd Place - Maserati Red"instant elation and surprise.....the crowd were certainly shocked to hear our reaction and gave us a fabulous reception as we went up to receive our trophies!!!



L-R: Clive Ablitt, racing legend John Bowe (presenter), Neil Haesler, John Aust (Team Manager) and Tom Bartley. (Absent Ernst Luthi)



"Best on ground" performance to Neil Haesler (blue race suit) in the Excel. Clive Ablitt attempting the bunny ears!!!! @99FontsApp

I can guarantee you that none of us is disappointed in taking second....and it will be a moment remembered long into the future!!!

It was only when I reviewed the results late in the night that I figured how we made 2nd position.....again it was "man of the match" Neil Haesler who wound off 13 laps in that final session as against the Mini Works Team who only managed 12..... amazingly we got that lap back that we went down at 3.30pm.

A sensational end to a sensational event. Thanks again to you guys for working together as a great team and getting the job done....you all deserved this great outcome.

Commiserations to Team Maserati Blue.

Thanks also to Ann Aust, Sonja Luthi and Sanjay Singh for all your terrific support in pit lane and on the wall.

Thanks again Greg Aimers for putting it all together and to the Committee of the Maserati Club of Australia Inc for its generous support.

Regards
John Aust

Phillip Island 6 HOUR

..... AND THEN THERE WAS MASERATI BLUE

There were two Maserati teams running in the 2018 Victorian 6 Hour Regularity Relay at Phillip Island. John Aust of Maserati Red has evocatively captured the essence, hard work and skill required to place second in the event. We “tips our hat” to all on John’s team. The team at Maserati Blue appreciate just how hard it is to reach that level of performance. Maserati Blue consisted of a four car team, all of which performed flawlessly during practice and on race day.

The team consisted of:

Steve Coad	Torana XU1
John Hardy	Renault Alpine A110 1600S
Ian Raper	Porsche 928S
Wes Gleeson	Renault Clio 182

Despite achieving more outright and bonus laps than Maserati Red, small mistakes were made which relegated us to 26th in a field of 50. One mistake that hurt us was three cars went faster than their nominated time. Each car broke-out only once, by an **average of 0.6 seconds**, over an average of 37 laps for each car.

That’s how unforgiving the scoring system is!

My thanks to all the drivers for making the day run smoothly. I hope you had a good weekend!

I would like to record special thanks to our pit wall crew, Richard and Stuart McSephney. They endured atrocious weather over the two days and did not miss a car.

Also, many thanks to MCA member Adam Turner, for his coordinating and support role in the garage.

And, echoing John Aust’s comments, thanks to the MCA Committee for supporting two teams in this great motor sporting event.

Until next year.....?

GREG AIMERS



A second Classic A110 Alpine Renault graced the Phillip Island Circuit, representing team “le bleu”, driven by John Hardy

My thanks to John Aust and Greg Aimers for the comprehensive round up
Jack Klaver - Ed

The Ausca Sports Racer: Only one of a kind

*Owner : John Rundell
Spannered by Vic Spiteri*

We have a lot of members in our club that own some very interesting cars, both road and race cars. In this issue I would like to introduce you to a gem of a car that was built by the same engineers that were involved in the incomparable Repco-Brabham Formula One Engine that powered Jack Brabham to two Formula One World Championships. These were exciting times in Australian motoring history with the Repco engine built here at Fishermen's Bend by Phil Irving and the Brabham car built by Aussie legend engineer Ron Tauranac, who later went on to design and built the hugely successful RALT Formula three and formula two cars in the UK.



The car in question in this issue is the gorgeous Ausca, built by Paul England of Repco fame and now owned by club member John Rundell.

First glances certainly can be deceiving; while even the most knowledgeable car connoisseur might mistake this little gem for a certain Italian number from the 1950s, the Ausca Sports Racer in fact has Australian roots.

It may have sumptuous curves reminiscent of the legendary Maserati A6 GCS, but its origins are decidedly different. It was the brainchild of Paul England, a young vehicle engineer hailing from Melbourne who worked at REPCO – indeed, like many famous cars of the past, it began as an after-hours project in a back room. England's efforts were perhaps inspired by those of his colleague Charlie Dean, who created his own racing special using a modified six-cylinder Maybach engine. Like Dean, England's objective was a familiar one: keep weight low and power high to be competitive.



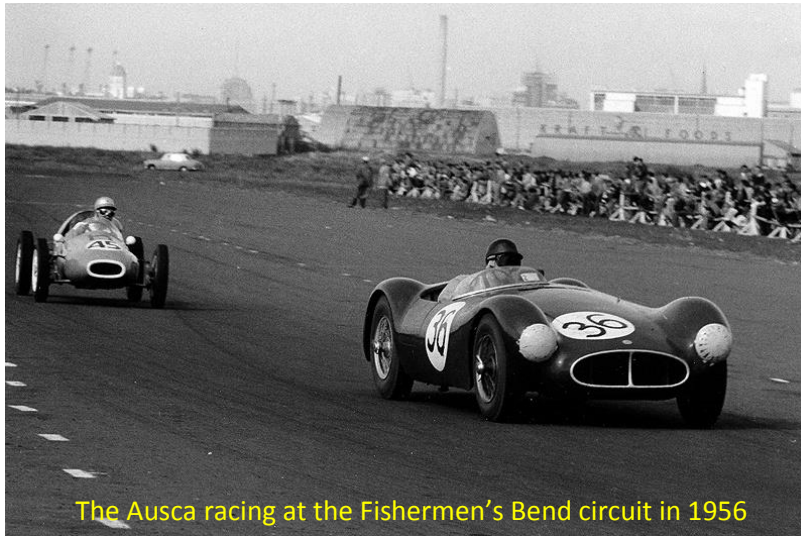
Glory Days

Member Corner cont.....

John Rundell's Ausca.. continued

Paul England may not be as well known as the likes of Brabham, Davison or Jane, but he was a significant player in Australian motorsport's post-war golden days. When Charlie Dean created the famous 'Maybach' single seat racer in the late 1940s, England was alongside him at Repco's Research Division. The success of the Maybach was no doubt a spur for England to develop his own ideas on racecar design and fabrication. These ideas came to fruition in the form of the Ausca, which was a joint effort between England and Bill Hickey. By today's standards, the Ausca was deceptively simple, featuring a twin-tube (75mm mild steel) chassis, modified Holden front end and live rear axle. In its initial configuration, the engine was a largely stock Holden grey motor, bored to 2350cc, and fitted with a trio of 1.25-inch SU carbs and extractors. A Fiat gearbox (later replaced with a close-ratio BMC gearbox), running to a modified Holden rear end completed the drivetrain. In this configuration – as a bare chassis – the Ausca won its first outing at a hillclimb event in Templestowe, but more was to come.

England's position meant he had access to top secret "skunk works" products at Repco Research. One of these was a 'Highpower' crossflow cylinder head (designed by legendary engineer Phil Irving), and England secured the first one produced. When fitted to the Ausca's Holden six, the Highpower head boosted power from around 100bhp (75kW) to 150bhp (112kW) in one fell swoop, instantly making England's creation one of the most powerful cars of its type, and arguably the most potent locally-powered special. At the same time, an Austin-Healey 100S diff was fitted, as it offered more ratio options than the Holden unit. Cloaking the Ausca's advanced componentry was a striking one-piece fibreglass body, finished in racing red. While the sinuous shape has often been compared to Maserati's A6GS, the body was all England's work, essentially created "freehand", but no doubt using Maseratis and other sportscars of the period for inspiration.



The Ausca racing at the Fishermen's Bend circuit in 1956

At the start of 1956, competitive runs at Fisherman's Bend and Albert Park proved the potential of the Ausca, but fitting the Repco head took the car to a new level, causing quite a commotion when it made its debut in this configuration at Bathurst's 1956 Easter meet. Pitted against highly-developed machines like Doug Whiteford's Maserati 300S and David McKay's Aston Martin DB3S, the Ausca's performance was impressive, so much so that England received a personal letter of congratulation from Repco's chairman, Sir Charles McGrath. This kicked off a flurry of interest in the Ausca, with the car appearing in all the motorsport and enthusiast magazines of the day. England campaigned the car with vigour for the next two years, ably supported by Hickey, along with Clarrie Boswell and Bob Walker at many events. Five outright wins at Phillip Island, a 4th in the Argus trophy at Albert Park, a similar result at the Bathurst 100, and a string of records and class wins at hillclimbs, sprints and circuit events around the country were amongst the results England achieved in the Ausca. England rated his best drive as 1957's International Sports Car Championship at Ardmore, New Zealand, where he finished 3rd outright behind Bob Gibbons's D-Type and Jack Brabham's Cooper Climax.

After a six month stint in Europe, England returned to Australia early in 1958 with new pace, equalling the sports car lap record at Phillip Island. Later in the year, at the same track, England crashed the Ausca coming out of the circuit's Southern Loop, breaking both legs, and heavily damaging the car's fibreglass body. As the chassis was undamaged, the car was rebuilt using a new body before it was eventually sold by England in 1960. In later days, the existence of a number of Ausca bodies has created some confusion. It's estimated around 14 copies of the Ausca fibreglass body were produced in the late 1950s, and fitted to a variety of racing chassis. This in turn has led to some Ausca-bodied sportscars being mistakenly referred to as Auscas, but there is only one 'real' Ausca - England's Holden-engined original.

John Rundell is the current owner of the only original Ausca in existence, and by any measure it is a beautiful creation.

My thanks to John Rundell for giving me permission to tell his Ausca's story: Jack Klaver - Ed





Be part of **history**

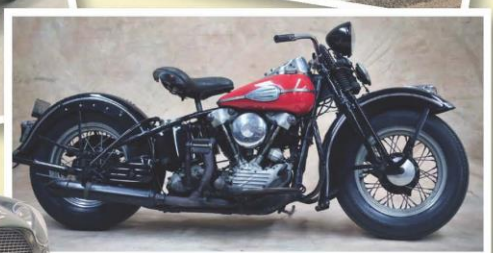
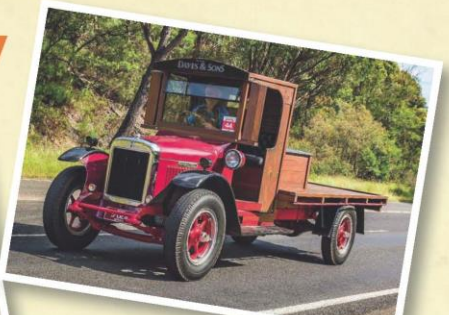
In September 2018 the Victorian Automobile Chamber of Commerce turns 100.

To mark the occasion, the **VACC Centennial Cavalcade – featuring '100 vehicles from 100 years'** – will travel from Melbourne to Bendigo, VACC's birthplace.

It's a feat never attempted before and you can play an important part.

VACC is seeking significant vehicles dating from 1918 to 2018 to participate – cars, motorcycles, commercials and trucks of all marques.

So, if your special vehicle fits the bill, **register your interest at:** vacc.com.au/News/Events



Powering automotive for 100 years





Phillip Island Spring Track Day **Friday 31st August 2018**

Phillip Island on a Friday so up to 95DbA noise levels allowed



This is our third Track day for 2018 and as it is at Phillip Island we are planning the track day on Friday the 31st of August.
This enables us to make it a 95 DbA noise level.

THEY'RE BACK!!!

WE WILL BE RUNNING PASSENGER SESSIONS AT THIS EVENT!!!
PLEASE NOTE: THE PASSENGER SESSION IS ONLY FOR MCA MEMBERS

SPECIAL DRIVER AND PASSENGER BRIEFING REQUIRED
SPECIAL CAMS RULES TO BE APPLIED
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Register on our web site :
<https://maserati.org.au/events/>

Coming Events

WINTON 12 HOUR

Hot on the heels of our success in the Phillip Island 6 Hour and after a long hiatus, the Maserati Club of Australia Inc. has decided to Enter a team in the 2018 12 Hour Relay and revive the club's participation in what used to be one of the club's Signature member participation events.

John Aust has kindly put his hand up again to organise and run the weekend.

We are asking for expressions of interest from MCA members who would like to participate or be involved in this fabulous event.

We are looking for volunteers to assist our team in the pits

This is a TEAM event In every sense of the word,
so everyone is involved in the ultimate success of the team's participation

Alfa Romeo Owners' Club of Australia

Presents the Alfa Club 2018 12 hour Relay

At Winton on 13-14 October 2018



The Alfa Romeo Owners Club will be running the 13th annual Alfa Club Regularity Relay, continuing in the successful **12 hour relay** format.

The event will be run with qualifying during Saturday morning for 3 hrs, with the start of the Alfa Club 12 hour relay beginning at 1pm, for 5 hours, stopping at 6pm. On Sunday, the remaining 7 hours will continue from 9am until 4pm.

The results will be calculated from the two combined days' competition.



VOLUNTEERS NEEDED

Please contact John Aust directly if you are interested in assisting in running the Team

John Aust <johnaust01@gmail.com>

Coming Events

After the very successful inaugural event in 2017 involving over 150 competitors over four days the Targa Florio tribute regularity Rally Is back again for another run in 2018



28th November – 2nd December

This years installment of the Targa Florio Australian Tribute will be run from the 28th November - 2nd December. A new format this year will see the creation of the 'Tribute Live Site' on the Geelong foreshore alongside the historic Cunningham Pier. Car enthusiasts will have the chance to get up close and personal with all the competitors and their fabulous Classic cars, Ferraris and Supercars.



Beginning in Geelong the competitors will make their way across the six main tourist regions of Victoria finishing in Melbourne at an exciting iconic location to be announced very soon. The route for 2018 is very different to last years inaugural event, with the exciting inclusion of two closed road sections for high speed timing stages at the Australian Automotive Research Centre near Anglesea and the world famous Phillip Island Grand Prix Circuit.



Competitors in this years event will make their way along some of the most scenic offerings in Victoria, winding along beautiful coastal roads and experiencing many beautiful iconic locations along the way. These include Geelong, Bellarine, Great Ocean Road, Mornington Peninsula, Phillip Island, Gippsland and the Yarra Valley not mention an exciting finish in Melbourne.

Classica, Ferrari & Supercar classes

Drivers in the Targa Florio Australian Tribute will compete in one of the three main trophy categories outlined below;

- Classica Trofeo - Classic cars produced between 1906 -1976
- Ferrari Tributo - Ferraris produced between 1977 - present
- Supercar Trophy - factory manufactured Supercars from 1990 - present

Contact the Targa Florio Australian Tribute team for further information regarding eligibility of vehicles.

The Targa Florio

A proud history 101 years in the making

BEFORE Formula 1 racing, the Targa Florio was the most difficult and challenging race for cars on earth, attracting the great racing car drivers and the most important international car makers, such as Alfa Romeo, Ferrari, Bugatti, Lancia, Maserati, BMW, Mercedes and Porsche.

FIRST run in 1906, the Targa Florio has grown to become one of the great names in motor sport. It has been held every year on the roads of Italy until 1940, before commencing to run again in 1947. Run in one of the most enchanting Italian regions, Sicily, the race has always started and finished in Palermo, after an overall route of 600-700 kilometres.



FOR over 80 years it has stood as a symbol of passion for cars, luxury, and elegance. Today, the Targa Florio is not just the world's most ancient road race, but a tribute to classic cars and beautiful scenery. It is both a race and historical tribute for the legendary cars that participated in the original race and now also includes, the ever popular Ferrari Tribute.

CLASSES

CLASSICA TROFEO

Classic Cars from 1906 to 1976



Ferrari Tribute



Supercar Trophy



THE 2018 FERRARI TRIBUTO WILL SEE FERRARIS PRODUCED FROM 1977 COMPETE OVER 5 DAYS ACROSS VICTORIA'S ICONIC TOURIST DESTINATIONS AND REGIONS, PROVIDING DRIVERS THE CHANCE TO EXPERIENCE SOME OF THE BEST ROADS VICTORIA HAS TO OFFER. THIS YEARS FERRARI TRIBUTO WILL PROVE TO BE EXTREMELY COMPETITIVE.

LAST YEAR'S ENTRANTS CONSISTED OF A BROAD RANGE OF AMAZING FERRARIS PRODUCED OVER THE LAST 50 YEARS.

EVENTUAL 2017 WINNERS, CARLO TRAVAGLINI AND AUSTRALIAN RACING LEGEND ALFREDO COSTANZO TOOK THE INAUGURAL FERRARI TROPHY DRIVING THEIR 2017 FERRARI CALIFORNIA.

The Targa Florio Tribute is an event that brings together the beauty of classic cars and the fascination of the great races to a passionate audience from across the globe.

Website - www.targaflorioaustralia.com

mailing address is:

registrations@targaflorioaustralia.com

Coming Events

Geelong Revival November 23 - 25 2018 *Motoring Festival*



The Geelong Revival Motoring Festival takes place on Friday 23rd, Saturday 24th and Sunday 25th of November 2018. Held on Geelong's picturesque waterfront, this action packed motoring festival is an event not to be missed! Get right among the action, rub shoulders with the drivers and witness over 400 classic and exotic cars and motorcycles sprint down Ritchie Boulevard at full throttle!



HISTORY

The Geelong Revival Motoring Festival revives the excitement and spectacle of the original Geelong sprints. It's a celebration of Geelong's motoring history.

First run in 1956, The Geelong Sprints were founded by Murray Rainey, a prominent identity in the Geelong automotive industry and member of the Western District Car Club. A former F3 Champion (1956-58), Mr Rainey modelled the original Geelong Sprints on the famous Brighton UK Speed Trials. Keen to promote Geelong, Mr Rainey was also instrumental in offering the local community a chance to see Australian motor sport identities competing in some of the most powerful and exotic sports and racing cars of the time.

Held on and around the Geelong Waterfront, the course is as picturesque as it is practical. The quarter-mile sprint is held along Ritchie Boulevard and the track is lined along one side by The Hill. Forming a natural grandstand, The Hill is where generations of locals have staked out ground to watch vehicles compete.

After not running for 8 years, the event was once again revived in 2012 with an emphasis on the past history of vintage motor sport, be it car and motorcycle racing; vintage caravans; car cruising; retro and vintage fashion – the Geelong Revival Motoring Festival is a celebration of motoring culture.

Over the years, competitors have included a significant number of national and international motor racing identities. These include Sir Jack Brabham, Sir Stirling Moss, Lex Davison, Tony Gaze, Bob Jane, Bib Stillwell, Norm Beechey, Doug Whiteford, Jim McKeown, John Harvey, Darcy Russell, Dick Johnson, Win Percy, Jim Richards, Glenn Seton, Craig Lowndes, Formula One champion Mika Hakkinen, Johnny Herbert, Pedro Lamy, Stan Jones and his son Alan. Alan Jones, the World Driver's Champion of 1980, launched his motor racing career at the 1964 event.

In 2016 a new State Hillclimb Round was added in the park, making the Geelong Revival Motoring Festival one of the few multitrack events on the motoring calendar.

Website

<https://www.geelongrevival.com.au>

Coming Events

The last event of the 2018 Tarmac Rally Championship, run by club member Peter Washington, is scheduled for 22nd and 23rd of September.

Contact them via their website at www.australianarmacrally.com or by calling 0418 337 955

Australian Tarmac Rally Championship 2019

Round One

22 & 23 September, 2018

Snowy River Sprint

Lakes Entrance

320 km
Competitive

ICONIC STAGE

What a way to finish the event.
The longest two stages of the
championship. Back to back
37km runs.



Entry Fee
Comp: \$2,350
SS: \$2,100
Tour: \$750

www.australianarmacrally.com

0418 337 955



Club Permit Scheme

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 or Chris Stephen.

Mail new applications or renewals to:

Via Mail:

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

Please Note:

Andrew Ogg will not be available in August and September 2018

So please send all new and renewals for permits in that timeline to :

Chris Stephen

PO Box 146

Mt Eliza 3930

0418-123 255

Email: clubplates@gmail.com

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

RWC inspections for Club Plates

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 or Chris Stephen . 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.

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

MCA Committee Contact Details



The MCA Club Committee 2018

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Claire Molnar – Vice President	0403 279850	pinemed@optusnet.com.au
Jim Stephen - Secretary	0419 508666	secretary@maserati.org.au
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John Hadden - Memberships		members@maserati.org.au
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