

# Maserati Club of Australia

Member  
e-Newsletter  
Aug 2022



Dear Members,

It has been awhile since the club put out a newsletter. There hasn't been a lot of events or activity to report on during the couple of years of Covid restrictions. Now these are behind us it's about time we put one out. We are going to try and produce something regularly, but we do need interesting content.

We have sent out a couple of communications on our upcoming drive day to Sorrento on 11th Sept. It has proven to be very successful as it is already a full event. The Hotel Sorrento could cater for a max of 30 in their Nepean room and that's exactly the number we have registered. The spring weather should be warm so hopefully we will see some interesting cars out. A lot of effort was put into this by one of our members, David Henry. His drive days are well known to be brilliantly organised so we are really looking forward to it.

We will likely put on another drive day sometime in late Oct. Stay tuned for more on this. We are also in planning for our annual track day at Phillip Island on 13th Jan (waiting confirmation on the date from the track) and will look at incorporating a drive day to Phillip Island the day before. We are considering the possibility of an on-track tour for the drive day entrants.

In bringing our newsletter back from its hibernation we are going to feature some cool cars the committee members have owned. Hopefully this will stir up some interest for some of you to come forward with your own car stories that we can share out as well

I know that technically we are a marque club and we should be featuring exclusively Maserati's. But in reality we are a sporting car club of many brands with interesting and rare models represented amongst you all. We would love to feature as many of these as we see on our club events.

The first car we are going to look at is our committee member Kris Halim's very rare Renault Clio V6. And, what a cool French beast they are! I have only seen a couple of these cars in real life myself. Even if you are not into Renault's or frog rockets, you have to love Reggies only ever proper muscle car!

## Renault Clio V6 255 No.40



The lust for a Clio v6 255 (Phase 2) started somewhere in second half of 2008 when a car, believed to be the first one to arrive in Australia, was advertised for sale. Unfortunately the \$90,000 asking price brought tears to the eyes and the pockets weren't deep enough. Meanwhile, a 1977 Porsche 930 Turbo could be had for significantly less but logic kicked in and \$60,000 was also ridiculous money for a 30 years old car, even with its Stuttgart origin, right?

Fast forward seven years, out of the blue, an Illiad Blue Clio v6 was for sale. Magic had it, the lovely wife was very encouraging. It could also be that she got tired of hearing the Porsche 930 story over and over.

A 6am flight to Hobart was booked and after driving the car for half an hour on the roads surrounding Mt Wellington, it could only go one way from here on. That engine sound! Coupled with the gear shift feel and clicks.

Another trip to Hobart was organised, return by Spirit of Tasmania. Driving out of Hobart heading to Devonport via eastern coastline surely was a memorable journey. Partly because the ambient temperature rose to low 30°C, sharing the cabin with the engine and the air conditioning system was not working!



Devonport, 19 Dec 2015, ready for the journey across Bass Strait the next morning.

It was far from being a showroom car so the works to improve the condition began shortly after. First fix was the sticky melting steering wheel, common with Clio 2, even for a car that lived under grey UK sky most of its life. Then parcels arrived from the UK on regular basis over the next few months.



Typical French build quality



Much better to touch now!



Parts hoarding

October – December 2016, time for major surgery: timing belt and clutch change, plus a dozen and a half other things. A part-holiday road trip Melbourne to Brisbane to get the work done.



Timing belt change = engine out job

First day of return trip Brisbane to Tamworth, 720km drive, ambient temperature reaching 39°C, still with no air con and sharing the cabin with the engine. Never in my life had I felt that much heat!



Well deserved drinks after THAT drive!

Cosmetic improvements bit by bit and the spirited drives when Melbourne weather cooperates...



But in the end I moved it on. Why?

I couldn't resist the demand for unique cars in the crazy COVID era.. It was very lucrative to sell.

It was also too hard to maintain with the only mechanic who knows how to do significant work on the car lives in Brisbane. That's a very long drive to service.

So I downsized the fleet at the time, replacing two Renault's with one that's even more noisy and impractical. And probably just as shonky build quality as the Renaults!

