



Plan your diary to ensure you don't miss the motoring events that matter to you. Maserati Club events are highlighted and marked with the Trident.



If you have a date you would like included in this section please email it to newsletter@maseraticlub.co.uk

September 2009

25-27 September 2009
Spa Six Hours
Spa Francorchamps, Belgium
www.roadbook.be

27 September 2009
Grand Prix: Singapore

October 2009

1-4 October 2009
Maserati Club
International Meeting
Goodwood
Contact Derek Mills:
Email: Goodwood2009@maseraticlub.co.uk

4 October 2009
Goodwood Breakfast Club
'Maserati Magnifica – a Tribute to the Trident and other Italian Icons' cooked@goodwood.co.uk

4 October 2009
Grand Prix: Japan
Suzuka

10 October 2009
Great Malvern Autojumble
Three Counties Showground
www.classicshows.org

13 October 2009
Classic car night at the Ace Cafe
www.ace-cafe-london.com

17 October 2009
Historic Sports Car Club racing
Silverstone
www.hsc.org.uk

18 October 2009
Grand Prix: Brazil
Sao Paulo

23 October 2009
An evening with Murray Walker
Marriott Grosvenor Square
01442 879000

24 October 2009
VSCC Autumn Sprint
Goodwood
www.vsc.co.uk

October 2009

25 October 2009
Top Hat Finals Raceday
Mallory Park
www.themastersseries.com

26-27 October 2009
Barons Classic, Collectors & Sports Cars auction
Esher Hall, Sandown Park
www.barons-auctions.com

30 October 2009
Bonhams Veteran Motor Cars and Related Automobilia sale
New Bond Street
www.bonhams.com/motoring

30 October – 1 November 2009
London to Brighton
Veteran Car Run
www.lbvcr.com

31 October 2009
Charterhouse auction at Bristol
Classic Car Show
www.charterhouse-auctions.co.uk

November 2009

1 November 2009
Grand Prix: Abu Dhabi

1 November 2009
Souped-up Sunday – modified and custom vehicles of all ages at Goodwood Breakfast Club
Goodwood Circuit
www.goodwood.com/breakfastclub

1 November 2009
London-Brighton Veteran Car Run, from Hyde Park to Madeira Drive
www.lbvcr.com

7-8 November 2009
The 9th Footman James Autumn Restoration Show
Royal Bath & West Show Ground
www.bccsl.co.uk

7-16 November 2009
London-Casablanca Rally
www.endurorally.com

November 2009

10 November 2009
Classic car night at the Ace Café
www.ace-cafe-london.com

12-15 November 2009
Rally Evolution
Starting from the Hilton Hotel, Newport.
Includes a new two-litre historic class
01550 721919

13-15 Nov 2009
Classic Motor Show
NEC, Birmingham

16-20 November 2009
The Beaujolais Run
www.beaujolaisrun.com

18 November 2009
Bonhams Collectors' Motor Cars, Motorcycles and Automobilia
Yorkshire Event Centre, Harrogate
www.bonhams.com/motoring

December 2009

4 December 2009
Maserati Club Christmas Dinner
Kensington Garden Hotel, London
Gail Mosley
cresset@gotadsl.co.uk

6 December 2009
Breakfast Club Christmas Cracker
Any cherished car or aircraft welcome at Goodwood Breakfast Club
Goodwood Circuit
www.goodwood.com/breakfastclub

7 December 2009
Bonhams Important Collectors' Motor Cars, Motorcycles and Automobilia sale Olympia
www.bonhams.com/motoring

December 2009

7-8 December 2009
Barons Classic, Collectors & Sports Cars auction
Esher Hall, Sandown Park
www.barons-auctions.com

8 December 2009
Classic car night at the Ace Café
www.ace-cafe-london.com

2010

MARCH
12-14 March 2010
Race Retro
Stoneleigh Park, Coventry
www.raceretro.co.uk

APRIL
23-26 April 2010
Cameron Millar Spring Meeting
To France in a Maserati
John Bennett, jbb@dircon.co.uk

JUNE
19-26 June 2010
Maserati Highland
Fling Scottish Tour
Contact Edwin Faulkner:

Copy Dates

Editorial and advertisements for the Nov/Dec issue should be in by 5th November 2009

Make contact

newsletter@maseraticlub.co.uk



Articles and news items on Maserati related topics are welcome. Please address contributions to: Mary Pole, The Editor, 36 Lache Lane, Chester, CH4 7LR. Email: newsletter@maseraticlub.co.uk Copy deadline for the November/December issue is 5th November 2009.

Ghosted background image: Handfull on the Silver Flag Hill says Heywood. Photo: Peter Collins

Maserati Club at Silverstone 24-26 July 2009



Above: The Club Stand at Silverstone. Photo: Dick Pole

Left: An excellent result from the Minshaw family. Photo: Dick Pole

Full details of Club members' contributions to the excellent racing at this summer's Silverstone Classic can be read in Michael O'Shea's Racing News pages in this Newsletter. Jason Minshaw, driving the Maserati Tipo 61 Birdcage and pictured with his father, Alan, came second in the BRDC Historic Sports Car race. Club members who attended as

spectators had a great weekend watching the classic racing, touring the pits and, of course, socialising at The Bell Hotel in Winslow on the Friday and Saturday evenings. The weather was kind and turnout was good with a great display of cars on the Club stand. Thanks go to Edwin Faulkner and Andy Heywood for organising the weekend.

The new Maserati GranCabrio

So, after all those spy-shots and rumours the first four-seater convertible in the Trident carmaker's history made its debut at the Frankfurt Motor Show. The GranCabrio – described as 'the Trident's third prong' – completes Maserati's three-product line-up: Quattroporte, GranTurismo and now the GranCabrio.

The GranCabrio is continuing the Maserati tradition in open-top cars, joining models that have played an important part in the Modena carmaker's history, including the 1950 A6G Frua Spyder, 1960 3500GT Vignale Spyder, 1964 Mistral Spyder, 1968 Ghibli Spyder and 2001 Spyder. However, the GranCabrio is the first four-seater (four proper seats that is), top-down model ever been produced at the Viale Ciro Menotti Maserati factory. Powered by a 4.7 litre V8, 323 kW engine the GranCabrio is the longest wheelbase convertible on the market. The roof? Strictly canvas.



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Editor's intro



The summer may be almost at an end but having only just returned from my holiday the memories are still fresh – so I hope you will excuse me for sharing them with you! We took the 3200GT to France and Italy (3,000 miles of trouble-free motoring – except for a 2.5 hour delay on the M25 before we even got to Folkestone) and one of the many highlights of the tour was a visit to the Panini Collection, held on an organic Parmigiano farm near Modena. For those of you not familiar with this collection of rare Maseratis, it was 'saved for the nation' by Umberto Panini who, in response to an outcry of sentiment from the people of Modena, stepped in and purchased the entire Maserati factory's historic collection when there were fears that it was about to be sold off and dispersed at auction. Excellent photos of the collection can be seen on Enrico's web pages: www.maserati-alfieri.co.uk

So back to business! Diaries, pens and stamps will be needed and prompt action must be taken to avoid disappointment. In chronological order: first, buy your ticket for the Classic Motor Show in November using the money saving offer advertised in this Newsletter. Second: fill in and return the booking form for the Christmas Dinner and also let Gail know if you can donate anything for the Promises Auction. And finally (it's what we have all been waiting for) details of the Cameron Millar Spring Meeting are now published and the booking form needs to be returned immediately to stand any chance of getting a place on this event.

One final note – if you are planning to motor in France please read the article in this Newsletter relating to E10 fuel ... it could save you some very expensive repair bills!

Enjoy your Maserati motoring.

Mary Pole, newsletter@maseraticlub.co.uk

The Chairman writes ...

At the AGM a new honorary life member was elected by the Club. Bill McGrath, who established the business that bears his name and which very many of us use and rely upon, was nominated by John Duggleby. The nomination received enthusiastic and unanimous approval. The Club wished to recognise the outstanding contribution to the world of classic Maserati that Bill has made. A substantial number of the historic examples of the marque on the road in Britain and Europe – and further afield - owe their existence to him personally and the business he established. Not only that, we believe many enthusiasts have been encouraged to own such a car, confident they could get the support they needed from Bill and from the continuing business.

The Club is truly pleased that Bill has accepted to join a select band of honorary members all of whom have made a unique contribution to the world of Maserati and the Club:-

Tykey Millar
(continuing Cameron Millar's honorary membership)
Pam Lindsay
(continuing Sandy Lindsay's honorary membership)
Sir Stirling Moss
Alfieri Maserati
Adolfo Orsi
Anthony Hartley
Ermanno Cozza
Michael Miles
and now **Bill McGrath**

Our International will be about to get underway as you receive this Newsletter. The team putting the event together is delighted it is a sell-out and looks forward to a memorable weekend. All that is needed is good weather to round off the huge effort. Around half the entrants are from overseas and around half the cars are classic Maserati.

Gail Mosley is organising the Christmas Dinner for us this year and it promises to be very good indeed. Make sure you leave room in your diary and return the booking form soonest so as not to miss out.

At the beginning of August, with Geoff Lancaster and our wives, I shared a weekend in the latest GranTurismo S. The idea was a fast drive through most of Wales four up to explore the grand touring skill of the car. Excellent hotels and stunning scenery and roads coupled with a wonderful car gave us something to write about. Catch it in the next edition of **trident**.

Brian Harris, Club Chairman,
9 September 2009

Who's who

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Newsletter design and printing: Amber



Newsletter

Caroline Colton

We were very sorry to learn that Caroline Colton has died, from cancer, on 22 July. We send our sincere condolences to Richard.

Anorak Quiz Answers (page 9)

1. Maserati 8CM. 2. Tazio Nuvolari 3. 1934 season.
4. Preselector gear shift. 5. Donington Grand Prix Collection.

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Disclaimer and Contact Address.

The Newsletter allows contributions from Club members to air their own views, advice on technical matters and latitudes in expressing opinions on controversial subjects, so that members will be better informed. Views expressed are not necessarily those of the Editor or Committee of the Maserati Club UK.
The Newsletter is published bi-monthly by the Maserati Club UK with the understanding that from the information presented therein, there can be no responsibility as to the accuracy or legality on the part of the Maserati Club UK.

Articles and news items on Maserati related topics are welcome. Please address contributions to: Mary Pole, The Editor, 36 Lache Lane, Chester, CH4 7LR.
Email: newsletter@maseraticlub.co.uk
Copy deadline for the November/December issue is 5th November 2009.

International Maserati Rally - Goodwood - 1-4 October 2009

There are now only a few days to go until the largest and most prestigious Maserati event of 2009, the International Rally at Goodwood. While the entry list for the rally itself is now complete, there are still other ways in which Club members can attend and the committee looks forward to seeing as many of you at Goodwood as possible.

It's not too late! - Free Attendance on Friday and on Sunday Morning.

The chance to see over 100 Maseratis on track and hillclimb at Goodwood is an opportunity not to be missed and all Club members are invited to attend on Friday at the track and Sunday morning at Goodwood House as spectators, for which there will be no admission charge. At the circuit there will also be trade stands and sponsors so there will be plenty to do as well as watch the cars charging around the track! On Sunday morning the cars on the event will be parading up the hillclimb course, followed by a selection of racing Maseratis. There will also be a Concours event outside the house. Why not bring a picnic and the whole family and enjoy the spectacle in the majestic surroundings of Goodwood House. There is no need to book for this, just turn up! **Your main club contact for information for this event is Derek Mills (well done Derek!). He can be reached either by email or phone as follows:**
goodwood2009@maseraticlub.co.uk 01372 728933.

Goodwood Breakfast Club Meeting on Sunday

Those of you familiar with Goodwood will know already of the popular monthly Breakfast Club meetings run at the circuit. We are happy to announce that we have agreed with Goodwood that their meeting on 4 October will be called: 'Maserati Magnifica - a Tribute to the Trident and other Italian Icons'. This will be a meeting for all Maseratis and all other Italian collectors' vehicles, from a Lambretta to a Lamborghini, plus Continental aircraft. The most popular Breakfast Club meetings attract between two and three thousand people. While this will be a separate event to our Sunday morning programme at Goodwood House, it will surely attract a number of non-club members in Maseratis and other exotica. Therefore if you needed any other reason to make the trip to the South Downs that day, this is surely it! For more information on this event, please visit the Goodwood website at www.goodwood.co.uk/site/content/breakfastclub.



Goodwood Revival - Photo: Steve Havelock

Classic Motor Show

13-15 November 2009 NEC, Birmingham

Volunteers wanted

The theme for the Club's stand this year is 'Maserati Grand Tourers from the '60s and '70s' with the following cars having now all been confirmed for display: 3500GT, 5000GT, Sebring, Mistral, Ghibli, Indy, Mexico and Khamsin.

A big thank you to the very generous owners for providing their beautiful cars for the weekend and to the great team of Club members who have already volunteered to help man the stand over the three days.

This year's show promises to be another bumper event and one that should certainly not be missed by any car enthusiast. So make a note of the dates and come along – we'd love to see you on our stand. Besides drooling over the Maseratis, there's a great deal more to see, including a large auto jumble section if you are desperately looking for that offset flange thingy.

Peter Holmes



Highland Fling Scottish Tour

19-26 June 2010- One place left

This event was fully booked, but, due to a cancellation I now have one place left for two people, so, for those who were disappointed at not being accepted before, now is your chance to book. Please contact me first before sending any deposit. See the last issue of the Newsletter or the club web site www.maseraticlub.co.uk for details of the program.

Contact: ejf@manx.net or 01624 822622. Edwin Faulkner

Christmas Dinner

Royal Garden Hotel, Kensington
4 December 2009

How does one follow Michael O'Shea who has, over the past three years, organised such splendid Christmas Dinners? I can but try! Inevitably there will be some subtle changes, but because our Club members make every Maserati event such a happy occasion it will, we hope, be a great evening for everyone!

Silent Auction of Promises

This year we are proposing to hold a 'Silent' auction of Promises in which all Club members, not just those attending the dinner, will be given the opportunity to be involved and submit a bid.

We are therefore appealing to the generosity of our members for offers of 'Promises'. For example, the use of: a Villa, Boat, Cottage, an Apartment, a Fabulous Car, 'Gold dust' Tickets, a Unique Driving Experience, a day's Golfing/Shooting or Fishing, or maybe a Ladies 'Pampering' Day. The sky's the limit, the fun factor enormous.

Your generosity will be much appreciated. Do please e-mail offers to cresset@gotadsl.co.uk, or contact any member of the committee, or ring Gail Mosley on 07710 740812. We look forward to hearing from you!

In the meantime, get your booking form sent as soon as possible. The form is with this Newsletter or can be downloaded from the Club website: www.maseraticlub.co.uk

Gail Mosley



Cameron Millar Spring Meeting

To France in a Maserati 23-26 April 2010

As ever, some great driving, good food and excellent company! Get your booking form off (enclosed with this Newsletter) as soon as possible.

This year the hotel, Le Chateau Fort, is a unique three star property in a stunning location built into the castle above the town of Sedan. Parking is in the hotel courtyard. See www.hotelfp-sedan.com

The plan

Friday, 23 April

09.50 hrs Eurotunnel from Dover to Calais in Flexiplus class or overnight Hull or Rosyth to Zeebrugge ferry (dep 22 April). Drive to lunch in north-west France (lunch not incl. for Rosyth pax). After lunch, drive to Le Chateau Fort Hotel, Sedan. Welcome drinks and dinner.

Saturday, 24 April

Today we'll travel north into Belgium to the southern Ardennes for some superb driving roads and stunning scenery. Lunch included. Dinner at the hotel

Sunday, 25 April

Today's route takes us south and east in a loop through northern France. Lunch included. Cocktails, prize-giving and banquet at the hotel

Monday, 26 April

After breakfast depart for Calais when you feel able. You have a booking on the 14.50 hrs departure from Calais. You can alter this time and date for the return if you wish. If you subsequently change the travel time/date there is a charge of £10 per car. After departure you cannot change your reservation. Alternatively depart Zeebrugge late afternoon.

Please bring your classic Maserati if you have one!
This programme is subject to change

RFI - Mistral GGO 495C

I bought Mistral GGO 495C in 2008 and I wonder if any Club members can throw light on its history. It is fitted with JAP 15" mag wheels. The logbook says that it was owned by Classic Car Co. plc, 27 Keswick Road, London, SW15 2JA. Acquired by them 05.12.1989, then nothing until I bought her in 2008. The brown logbook says: 1970 Ronald Calloray, followed by James Todd, but I can't read the date. Since I have owned the Mistral I have had a respray in light metallic blue and am now trying to buy all the missing parts - as you may have seen in the 'Wanted' column of the Newsletter. Please contact me if you know anything about the history of this car.



John Wood, 01323 893178

From our Foreign Correspondent

Happy Birthday to the Czech Republic's Maserati Club



One of the most recent official Maserati Clubs is the one from the Czech Republic (<http://www.maserati-club.cz/en/23-HOME-PAGE.html>). On 10 September 2009, the Czech Maserati Club celebrated its first year of existence.

The Club has at present 22 members, with the range of cars comprising an Indy, Spyder Zagato, several Biturbos as well as members with examples of the current range: Quattroporte and GranTurismo. The Club also boasts a member with an MC12!

Although the Club is relatively small right now, all members are dedicated enthusiasts and have kept themselves busy with several meets. A recent event included a track-day where Club members challenged each other in a tough slalom circuit. Videos of the event can be found here:

<http://www.youtube.com/user/PandaBreakz>.

Maserati Club, Italy

Concorso d'Eleganza



On 12 July 2009, the Italian-based Maserati Club organised a wonderful Concorso d'Elégance at the Modena Golf & Country Club. The Concorso ran on the same day as the 8th Maserati Golf Trophy 2009

and provided a unique backdrop to golfers and onlookers alike. A total of 57 Maseratis, spanning several generations participated: from two 200S to the latest GranTurismo S Automatica. The day was blessed with good weather and a great turnout of Maserati fans from several parts of Europe. Members of the jury were: Mr Ermanno Cozza, president of the Maserati Club Technical Committee, Mr Igor Zanisi, an expert of classic Maseratis and Mr Claudio Ivaldi, president of the Biturbo Club Italia.

Voting was based partly on the votes of the judges and partly on the votes of the Maserati Club Members attending the event. Here are the winners of the various categories:

Best of Show

1956 A6 G/54 Allemano (owned by Marcel Lammeree, Holland)

Classic Maseratis

First Prize: 1972 Ghibli SS Spyder (owned by Marcello Gandini)
Second Prize: 1959 3500 GT (owned by Luigi Chilò)
Third Prize: 1956 A6 G/54 Allemano (owned by Mr Gorni)

Biturbo-era Maseratis

First Prize: 1992 Shamal (owned by Nadir Bicelli)
Second Prize: 1996 Ghibli Cup (owned by Aldo Foroni)
Third Prize: 1983 Biturbo (owned by Carlo Carugati)

Modern Maseratis

Only those Maserati Club members who attended the Concorso voted for this category. Overall winner: 2008 GranTurismo S (owned by Andrea Prati).

Special Jury Prize

1956 200S (owned by Nicola Sculco)
1956 200S (owned by Antonio Alberoni)

Maurizio Raffone

Letter from Poland

Dear Editor, I have been a Club member for a few years since acquiring a '71 Indy and an '81 QPIII and while I flick through the magazine and newsletter when it arrives given that I live in Poland articles relating to UK social events are of little interest or relevance to me. Having a small collection I am also a member of a few other clubs - JEC, POC, Alfa Owners - and it is interesting to see how they approach their club publications. The JEC is the most owner friendly and includes sections devoted to particular models, technical tips and mechanic features usually based on club project cars. They review new models so as to attract marque sponsorship and dealer advertising and buyers' guides for older models. The Porsche magazine was too race orientated so I stopped that after two years though I've kept one of the cars. The Alfa magazine was also more down to earth. Would it be too much to ask for more practical articles? I do my own servicing and though the price of spares is eye watering I find them generally easy to work on and quite reliable. Alfas deserve their reputation and GTVs are overrated. Have you considered doing a running report on a GTV vs 228? Some of the unloved Masers offer fantastic value for money. I paid £7,500 for the Indy (new plugs and oil and I drove her 1,500 miles home in a day). The QP was even better at less than 3 grand. I understand some of the elitism of this marque but they are not Ferraris so any chance of something more down to earth?

Neil Crook

(Any volunteers? Ed.)

Maserati Tipo 60 and 61; The Magnificent Front-engined Birdcages

Almost 30 years have passed since the publication of the first book about the famous Tipo 60 and 61 Birdcage Maseratis. A new, more comprehensive description of their competition history has been long overdue and Dalton Watson Fine Books have announced the publication of 'Maserati Tipo 60 and 61; The Magnificent Front-engined Birdcages'. Much additional information has come to light in the last two decades, which has enabled the authors to include numerous updates, corrections, and further elaboration regarding the history of this innovative design. In 1959, while Ferrari and Aston Martin battled for supremacy in the World Sports Car Championship, Maserati returned to the racing scene with an amazing sports racer, revolutionary in concept: the 2-litre Tipo 60. The car received the nickname 'Birdcage' because of the design of its chassis and was immediately successful. The 3-litre version, the Tipo 61, appeared soon after, in response to demand from the many private owners and drivers determined to make the Ferraris eat dust. Twenty-two front-engined Birdcage Maseratis campaigned in a vast number of races during the nine-year period between 1959 and 1967. Light and fast, by 1967 they had accumulated almost 170 victories. The new book is a complete history of the car during those years and, for the first time, includes the many Birdcage appearances in European events.

Part 1 of the book covers each individual year, divided in segments on World Championship, North American and European events. Part 2 portrays the individual race history of each chassis number, as well as the owner sequence over the years. At the end of the book each driver is linked to the specific chassis number[s] of the Birdcages in which he competed.

Willem Oosthoek is a retired international banker and a lifelong Maserati aficionado. As historian of The Maserati Club in the US he has written numerous articles for its magazine Il Tridente. His articles have also been published in Vintage Motorsport, VintageRacecar Journal, Motor Sport, Prancing Horse, Der Dreizack and Sports Car International. Oosthoek's 2004 book Birdcage to Supercage is the defining history of the rear-engined Birdcage Maseratis. He is a recognised authority on the subject of competition Maseratis, often consulted by private owners, museums and auction houses. Michel Bollée was born in Le Mans. His knowledge and passion for motor racing are evident in his previous published books: Maserati aux 24 Heures du Mans, Lucky, l'Histoire de Camoradi et de Lucky Casner, Les 1000 Kilomètres de Paris, Le Mans 1970-1980, Le Mans 1960-1969 and Les 12 Heures de Reims 1963-1967 and Le Mans 1957. This book is the third written with his friend Willem Oosthoek, following Maserati 450S and Maserati Tipo 151.

Hard cover with dust jacket. 275 black and white and 140 colour photographs. Retailing at £95.00 but currently available from Amazon @ £75.00.

Mille Miglia visit 2010

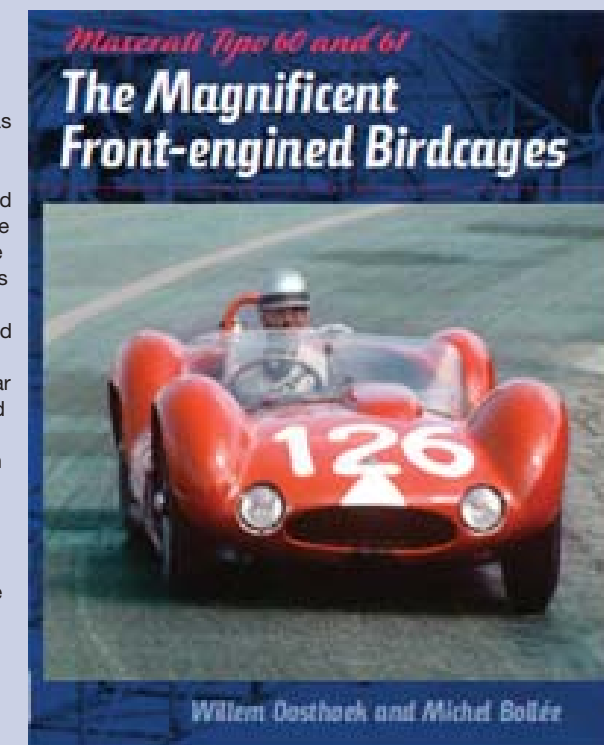
Dear Fellow Classic Car Enthusiast, In May 2009, my wife and I made a wonderful trip to watch the 2009 Mille Miglia. It was the greatest classic vehicle party we have ever experienced. We would like to extend to the members of your club an invitation to join us in a tour to the 2010 Mille Miglia, and a drive over some of the best Alpine Passes. Full details of the trip can be found at our web site. We are classic car and driving enthusiasts, hoping that others will join us. For every person who comes along, we will donate £50 to Vila Maninga, a charity which our family has supported for many years. We are also organising other tours for classic and modern cars in 2010 and 2011. I have developed a presentation entitled 'the 1000 mile party' which I would be pleased to give to any classic or motor club meeting reasonably near to my home in Wetherby, West Yorkshire, in return for a donation to the Vila Maninga charity. I might, subject to agreed dates, be able to visit clubs near to my family's homes in Newark or the New Forest. I can be contacted on bob@1001miles.co.uk or telephone 01937 573346.

Bob Debell, www.1001miles.co.uk

Newsletter

Copy Dates

Editorial and advertisements for the Nov/Dec issue should be in by 5th November 2009





Lloyd's Motor Club welcomes Maserati



The Lloyd's Motor Club welcomes Maserati was the caption to the invitation I received to attend the 7 July lunchtime presentation, given in the Old Library in the iconic Richard Rogers-designed Lloyd's Building in Lime Street, London EC3, by Maserati GB's Head of Marketing, Mike Biscoe.

During the 50 minutes talk Mike took the assembled 90 enthusiasts through the marque's entire history beginning with Officine Alfieri Maserati and the Maserati brothers, supported throughout by some 60+ slides. Although he held a series of cards to refer to, I didn't see him once look at them - it all came from memory, and boy did he have all the data - names, models, engine capacities, horse powers, top speeds, the lot, and all the Italian bits spoken in what to my ear was a perfect Italian accent! A great performance (as one might expect from Maserati).

There were several great, recently taken slides of the classics, which elicited a few "ahs" from the attentive audience, and quite a few murmurs when the Chrysler Maserati abomination was shown.

Mike ended with an oft published 'spy shot' of a (two-seater) GranTurismo Spyder about which he said he couldn't possibly comment, but then added that if Maserati did ever decide to make another convertible (nudge-nudge wink-wink), it wouldn't look like the one shown in the slide.

There was no 'hard sell' attached to the presentation, which was most refreshing, as was the short wine reception that followed (it was lunchtime after all, and the assembled underwriters and brokers had work to get back to). I had the chance to chat with Mike for a while afterwards, and thanked him for giving the talk and mentioned how impressed I was with his knowledge of the company's history and cars. It came up in conversation that I was a fully paid-up member of the UK Maserati Club (possibly the only one there!) and it transpired he is quite close to several key Club members, and we chatted about some of the members' cars we both knew well. I was very pleased and impressed to find such interest in the (our) Club from the manufacturer.

Then it was out to the Lloyd's main entrance where, in the spot usually reserved for the Chairman's car, was a gleaming black GranTurismo S. Against the now ageing backdrop of Lloyd's 1980s angular, harsh Meccano-like exterior, it seemed to me so smooth and flowing, and in complete contrast. Wished I'd had the keys ...

Jim Hunt

Maserati in India

Fiat and Tata Motors are in talks for a joint marketing project to sell Ferraris and Maseratis in India. Mr Tata, who is also a Fiat director, told Italian daily La Stampa the two were studying further cooperation to add to existing projects such as a partnership to produce engines in India. "We have various projects, to take the Nano to Latin America together, to share platforms for new cars, we have projects for (Fiat lorry unit) Iveco and marketing Ferraris and Maseratis in India," Mr Tata said. "We are talking about a lot of things." Both Ferrari and Maserati brands are under Fiat's control. Tata Motors is also present in the luxury car business, having acquired the British brands Jaguar and Land Rover for \$2.3 billion from the US automaker Ford last year.

Welcome to the Club

Membership on 3 September 2009 stood at **620**, this time last year the figure was **607**.

New members signed up since the publication of the last newsletter are: -

Name	Membership Number	Area	Car
Richard Netherwood	4573	E.Yorkshire	-
Brian Smiles	4575	Northumberland	Spyder CC
David Timmons	4576	E.Sussex	-
David Asquith	4577	Derbyshire	Coupe CC
Terry Crabb	4578	Dorset	8C
Antony Maitland	4579	Powys	Coupe
Alexander Frodsham	4580	Wirral	Gransport
Jason Pazour	4581	Northamptonshire	Coupe
James Rutledge	4582	E.Loithian	-
Nick Holmes	4583	Dorset	GranTurismo
Michael Lay	4584	London	Coupe CC
Derek Woodward	4585	Hampshire	Indy
Alasdair Hood	4586	Northamptonshire	Mistral

For those wondering, CC = Cambiocorsa.

Welcome to the club.

Dave Smith, Club Administrator. Phone/fax: 01494 717 701, email: admin@maseraticlub.co.uk

E10 fuel

Holidaymakers who have long enjoyed driving in France may unwittingly ruin their vehicles' engines if they fill up with the recently introduced biofuel. The petrol called '95-E10' is a mixture of regular unleaded fuel and ethanol. It is suitable for new cars but can damage vehicles registered before the year 2000, motoring bodies have warned.

The biofuel sits alongside the commonly used and similarly named unleaded Euro 95 in many garages across France and while a public awareness campaign in the country has avoided confusion amongst the French, British holidaymakers face the prospect of unwittingly picking the wrong pump.

Motoring associations, including the RAC, warned those preparing to travel to France to be aware of the biofuel which is 90 per cent regular unleaded and 10 per cent ethanol.

Ethanol is highly corrosive and wears away the metal fuel tanks common in cars registered before 2000, leading to leaks. Most new cars have plastic tanks and are therefore not affected by corrosion. The E10, which has been gradually distributed across stations in France since 1 April, and which the French government has admitted is incompatible with 40 per cent of vehicles on the road, can damage engines of cars registered before the year 2000, Markus van Tol, a spokesman for the Dutch break-down repair service said that "filling up just a few tanks of the new biofuel could lead to problems with pipes and connectors". Regular use could leave long-lasting damage, he added.

A spokeswoman for the RAC said: "There is concern that some, particularly older vehicles, might have problems - particularly materials compatibility, i.e. flexible hoses leaking. Most newer cars should not experience any problems but owners, particularly of older vehicles, should check with the manufacturer for compatibility before using the fuel. I would advise motorists to look for any signage, such as E10, or the letters 'bio' to guide them in making a choice of which fuel to use." The petrol's introduction follows an EU directive relating to the quality of fuels which states that all petrol must include between 5 and 10 per cent of ethanol by 2013.

The French energy ministry advised motorists with cars older than nine years to continue using Euro 98 or 95.

Frixo road traffic reports

Frixo provides up-to-date Road Traffic Reports. It's a free service aimed at giving live traffic news and information. Frixo specialises in traffic news and reports making it easy to use whether you're about to make a journey or out and about using their mobile service. It's easy to use - just select by city, motorway or A-road that you want to travel on followed by the direction, then click Get Report to get the latest live updates and traffic information. Any delays, incidents and information that will affect your journey are highlighted. The live traffic information gets updated every three minutes using various road sensors.

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The new Maserati GranCabrio

See front page.



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Motor Sport exclusive offer

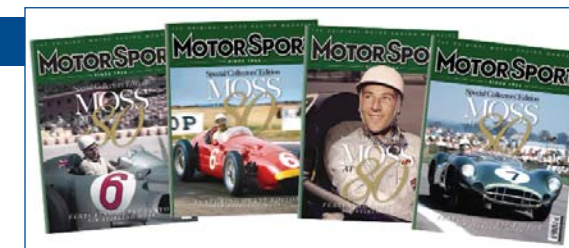
Dear Maserati Club Members, Motor Sport magazine's October issue has been dedicated to Sir Stirling Moss to celebrate his 80th birthday. To make it even more special the issue will be available with one of four very special Collectors' Edition front covers - each featuring a racing car that is synonymous with Stirling's career including Maserati, Mercedes-Benz and Aston Martin, plus there is a special portrait cover too.

We were very honoured that Sir Stirling recently visited our Chelsea offices and sat in the editor's chair while recalling his most memorable racing moments. He says: "I am pleased to be guest editor of Motor Sport; motor racing has been my life, it still is. Motor Sport covers the modern sport and also does a tremendous job of covering the past. It doesn't forget the past because the past is still with us."

The Stirling Moss issue coincides with his 80th birthday in September.

In celebration of this unique occasion, Motor Sport is delighted to offer Maserati Club members an exclusive subscription offer - 14 issues for the very special price of £46! That's a 33% saving on the regular retail cover price - to receive perhaps the best-known motor racing magazine delivered direct to your door, each month. You can select which cover edition of the October issue you would like to start your subscription with. Don't delay - subscribe today to secure this exclusive offer. (Offer closes on 30 September 2009). You can contact us by phone or web.

Contact us now and quote MAS1: www.motorsportmagazine.co.uk/mas1. Tel: 01858 438764 and quote MAS1. Louisa Skipper





Happy Birthday Sir Stirling

On 17 September Sir Stirling Moss celebrated his 80th birthday and the Maserati Club would like to join countless thousands of well-wishers to say many congratulations. In his professional career at the top of the sport he competed in 529 events winning 40 percent of them and with podiums in 65 percent.

Throughout the 1950's Moss became the consummate all-rounder, winning F1 Grand Prix and international rallies. He was one of the greatest exponents of Maserati with 14 wins in a 250F, 8 in the 300S with further wins for OSCA, 450S, the Birdcages tipo 60 and 61 and the JBW Maserati.

Moss finished runner up in the World Drivers F1 Championship in 1955, 1956, 1957 and 1958. Then in 1959, 1960 and 1961 he finished 3rd in the Drivers Championship. Sadly 1961 was his last year at the top of the sport as a terrible accident at Goodwood on Easter Monday 1962 ended his F1 career. Dreadful injuries meant a long fight to fitness and it was many years before Moss contested another motor sport event. Stirling Moss remains one of the all time greats and is one of Britain's best-known racing drivers 47 years after the end of his Grand Prix career. He is a wonderful ambassador for the sport and long may he continue to race his OSCA.

Le Mans Legend Race



A hugely popular third in class went to Sir Stirling Moss, sharing his beautiful OSCA FS372 with Roger Earl. The result was a remarkable achievement since the gremlins in the gearbox reappeared in qualifying and saw the pair relegated to a disappointing 57th position on the grid. But thanks to the hard work of Hall & Hall, the transmission was fixed in time for the race and the pair climbed 23 places to carry off a well-deserved 3rd place trophy.

Oulton Park Gold Cup Meeting



Photo: John Davies

Despite the efforts of Oulton Park owners, Motor Sport Vision, and Chief Executive Jonathan Palmer, many top drivers gave the Gold Cup Meeting a miss and only one Maserati appeared. In past years the 250Fs would be lined up in the paddock but this year only Charles McCabe with his 250F was there to fly the flag for Maserati appearing in the HGPCA race.



OSCA MT4

Tony Pickering and Brigadier General Michael Hickson drove the OSCA MT4 to take 3rd place in class, while Tony's son Gavin drove the winning D-type.



Driver Tony Smith

Tony Smith in his 300S recovered well after problems in practise with a carburettor blockage that meant he started at the back of the grid in 52nd place. When the starter lights went out he stormed up through the grid overtaking 42 cars to finish 10th place. If the race had lasted a little longer he could have got up to 6th place with a best time of 2.23.332. After the race he let Tony Dron try out the 300S for leg room!



Silverstone Classic

The event featured classic racing cars from the 1920s to the 1990s, from Formula One through to Classic Saloons, Sports Cars and Le Mans cars and brought together on the track one of the largest collections of famous racing cars seen anywhere in the world. The 2009 event at the historic and demanding Silverstone circuit saw around 700 race cars and 900 competitors compete over two days in over 20 races.

There was a fabulous array of Maseratis taking part, starting with the Tony Rolt Trophy Race for BRDC Historic Sports Cars where Alan Minshaw had to pass the reins over to his son Jason after a fall that damaged his shoulder. Jason drove a superb race in the Tipo 61 with a grid of 45 cars he came 2nd behind Graeme Dodd in the Cooper Monaco T49 in a best time of 2.10.725. That may be the last time Alan lends him the car!

The Minshaw's were kind enough to put the car on display at the Club stand after the race.

Who can blame David Bennett for smiling at his A6GCM as he prepares for the HGPCA pre-1966 Grand Prix Car race.



Last year at Spa Marc Devis had a great win in the RAC Woodcote Trophy for Pre-1956 Sports Cars but at Silverstone it was not looking so easy. I will let Marc explain: "It had been almost one year since I drove the Maser, so in Qualifying I went slowly to get re-accustomed to the car for a few laps and bed-in the new brake pads. After 3 laps or so, I then went into the pits for my mechanic to do a quick check

and tyre pressure. The plan was then to go out again and put in a decent lap time. So, I went out and it started to rain. This meant that I was stuck in P14 with 4 D-types occupying the front rows of the grid. I had to kick some a... from the off in the race. This worked and I was lying 3rd or 4th after 2 laps - then someone dropped some oil at Becketts and 2 D's spun off. At some point in the race, I overtook Irvine Laidlaw's D-type and I was told he broke down afterwards. So, this left the winning D-type (Marsh/Pickering) with which I had some nice dices but he beat me fair and square: I passed him, then he passed me. I was catching him again a few laps before the end but overdid it and went in the grass. This put him about 200m before me and I wasn't able to close the gap. Anyway, a good race and I split the D-types. The Maser didn't miss a beat."



Photo: Keith Booker



See Red VSCC Meeting

Donington Park first hosted a race on 25 March 1933 and just four years later the VSCC held their first race there. They also held the last race before the outbreak of the Second World War on 12 August 1939. The circuit was then requisitioned as a military vehicle depot. It took the dedicated efforts of Tom Wheatcroft before racing was resumed on 28 May 1977. This was the last meeting before the circuit in its current format is closed for redevelopment to host the British Grand Prix in 2010 and beyond and once again the VSCC is the last series to host a meeting before closure.

Maseratis were a little thin on the ground with the Birdcage of Mark Gillies having rear axle problems and not being ready in time. Stirling had an entry for his OSCA but an eye operation earlier in the week had not gone according to plan and he withdrew. In the Royal Automobile Club Woodcote Trophy race Mark Gillies and Duncan Ricketts qualified on the second row of the grid only to have mechanical problems at the start and so spent the whole race parked on the grass.



Photo: Jeff Bloxham

ANORAK'S CORNER



A quiz for those of you who really know about Maserati. It's just for fun - no prizes, but you can email the Editor if you got them all right with no cheating. Answers on page 2.

A quiz with a difference this time. Henny Cate took this photo at the Cholmondeley Pageant of Power earlier this summer. The chassis no. is 3018 so -



1. Tipo?
2. Driver?
3. When was it raced?
4. What is unusual about the car?
5. Where is the car kept now?

Adam Painter was out in the 4CS at Mallory Park for the first time in two years, in the Pre-War sports cars race. He finished a respectable 6th out of a grid of 27 cars and was 3rd in class. At Donington See Red meeting he came 8th overall and 4th in class in Scratch Race for standard and modified pre-war sports cars with a 40-car grid.



Tony Pickering raced in the Woodcote Trophy with his immaculate OSCA MT4.



Maserati driver of the meeting must go to Gordon McCulloch who should have been in the Woodcote Trophy but missed the entry and ended up in the BRDC Historic Sports Car race up

against at least six cars with 5000cc or more. Gordon was not panicked by the Listers thundering past and drove the one-hour race on his own. This was his longest race in the car and he described it as a "baptism of fire". His best time in qualifying was 1.45.52 and in the race 1.36.80 as his confidence grew.



Driver Gordon McCulloch

Footnote

Cameron Millar's grandson has taken up historic car racing. He is serving his apprenticeship in a Lotus. He has his sights set on racing a Maserati one day.

Please keep sending me your racing and rallying stories. Many thanks to my growing network of photographers that are snapping away at Masers for me.

Michael O'Shea, racingnews@maseraticlub.co.uk



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Dave Smith

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Silverstone Classic 2009

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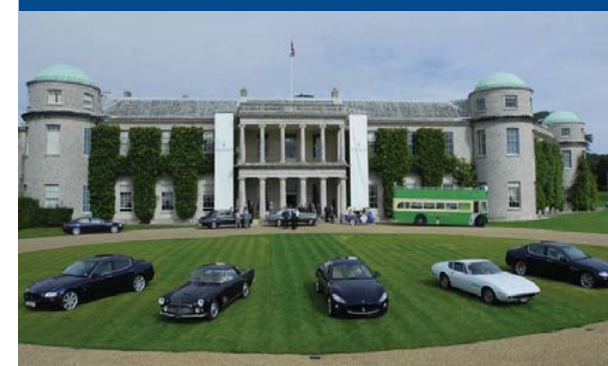
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