



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

March 2010

28 March 2010
Australian Grand Prix
Melbourne

April 2010

4 April 2010
Malaysian Grand Prix
Kuala Lumpur

11-14 April 2010
Supercars Tour in Modena
www.grandstandmotorsports.co.uk

16-17 April 2010
Vintage and Classic Auction
Castle Combe
www.castlecombecircuit.co.uk

18 April 2010
Chinese Grand Prix
Shanghai

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



24 April 2010
Bristol Italian Auto Moto Festival
This year featuring Alfa Romeo
Bristol
www.italianautomotoclub.co.uk

24 April 2010
St George's Day Run
Various starting points, all finishing at
Brooklands
www.stgeorgesdayrun.com

25 April 2010
The MAC Classic
Classic car run including Shelsley
Walsh Hill Climb
gailandtony@btinternet.com

30 April - 2 May 2010
Marrakech Historic GT
Marrakech
www.roadbook.be

May 2010

1 May 2010
Auto Italia Spring Italian Car Day
Brooklands
www.auto-italia.co.uk

1-2 May 2010
Classic Days at Magny Cours
www.grandstandmotorsports.co.uk

1-2 May 2010
Rally of the Classic Days
Celebrating Alfa Romeo's Centenary
Magny-Cours
www.classic-days.fr

2 May 2010
Monaco Historic GP
Monte Carlo
www.grandstandmotorsports.co.uk

5-9 May 2010
Mille Miglia
Italy
www.grandstandmotorsports.co.uk

9 May 2010
Spanish Grand Prix
Catalunya

May 2010

15-16 May 2010
Beaulieu's Autojumble
www.beaulieu.co.uk

16 May 2010
Fastlane Show
Corbridge, Northumberland
www.fastlaneshow.co.uk

16 May 2010
Grand Prix de Monaco
Monte Carlo

22-24 May 2010
Paddy Rally 2010
Starting at Stormont
www.paddyrally.com

30 May 2010
Turkish Grand Prix
Istanbul

June 2010

4-7 June 2010
Gordon Bennett Classic Car Run
Retrace the original 1903 rally route
www.gordonbennettclassic.ie

5 June 2010
Maserati Club AGM
Angel Hotel
Market Harborough
Contact: Bill Jackson,
wj@williamjackson.co.uk

5-6 June 2010
Brooklands Double Twelve Motoring
Festival
Brooklands, Surrey
www.brooklandsmuseum.com

6 June 2010
Auto Italia Car Concours
Stanford Hall
Contact: Bill Jackson,
wj@williamjackson.co.uk

12-13 June 2010
Le Mans 24 Hour
www.grandstandmotorsports.co.uk

13 June 2010
Canadian Grand Prix
Montreal

18-20 June 2010
Alpine Challenge Regularity Rally
Starting in Evian les Bains
www.alpinechallenge.ch

19-26 June 2010
Maserati Highland
Fling Scottish Tour
Contact Edwin Faulkner:
ejf@manx.net

27 June 2010
European Grand Prix
Valencia

July 2010

2-4 July 2010
Goodwood Festival of Speed
www.goodwood.co.uk

2-4 July 2010
Spa Summer Classic
Spa Francorchamps, Belgium
www.roadbook.be

July 2010

3-4 July 2010
Retro Festival
Circuit de la Prairie, Caen
www.retrofestival.fr

9-11 July 2010
Le Mans Classic
Contact: Dick Pole, treasurer@maseraticlub.co.uk

11 July 2010
British Grand Prix
Silverstone

17-18 July 2010
Cholmondeley Pageant of Power
Cheshire
www.cpop.co.uk

18 July 2010
Trofeo Maserati GranTurismo MC
series
Brands Hatch
www.motorsportvision.co.uk/brands-hatch/

23-25 July 2010
Silverstone Classic
www.silverstoneclassic.com

25 July 2010
German Grand Prix
Hockenheim

25 July 2010
18th Annual Classic Vehicle Show
in aid of Leukemia and Lymphoma
Research
Organised by West Berks Classic
Vehicle Club
www.classicvehicles.org.uk

August 2010

1 August 2010
Summer Garden Party
Dering Arms, Pluckley
Contact: Jim Buss
info@deringarms.com

1 August 2010
Hungarian Grand Prix
Budapest

15 August 2010
Scottish Italian Car and
Bike Meeting
Hopetoun House, Edinburgh
Contact Paul Santoni
psantoni@btinternet.com

29 August 2010
Belgian Grand Prix
Spa Francorchamps

September 2010

2-5 September 2010
Maserati International Rally
Sweden
<http://www.maseraticlub.se/International-Maserati-Meeting-2010.html>

4-5 September 2010
The Famous Skylark Vintage and
County Show
in aid of Macmillan Nurses Cancer
Care
March, Cambridgeshire
www.skylarkshowground.co.uk

September 2010

7-9 September 2010
Tour Britannia: Round the Orme
Tour of Cheshire and North Wales plus
track event at Oulton Park
www.tourbritannia.com

12 September 2010
Italian Grand Prix
Monza

17-19 September 2010
Goodwood Revival 2010
www.goodwood.co.uk

19 September 2010
Turweston Wings & Wheels
www.turwestonflight.com

24-26 September 2010
Spa Six Hours
Spa Francorchamps, Belgium
www.roadbook.be

26 September 2010
Singapore Grand Prix
Singapore

October 2010

10 October 2010
Japanese Grand Prix
Suzuka

15-17 October 2010
Autumn Meeting
Details to follow.
Contact: Simon Edwards,
simonedwards1@tiscali.co.uk

24 October 2010
Korean Grand Prix
Yeongam

November 2010

7 November 2010
Brazilian Grand Prix
Sao Paulo

12-14 November 2010
Classic Motor Show
NEC
Contacts: Peter Holmes,
ph.kerfield@tiscali.co.uk
Jim Hunt,
Jim.Hunt@SpishSplash.demon.co.uk

14 November 2010
Abu Dhabi Grand Prix
Yas Marina Circuit

Copy Dates

Editorial and advertisements
for the May/June issue should
be in by 5th May 2010

Make contact

newsletter@maseraticlub.co.uk

Vera's Lunch February 2010



Vera's Lunch 2010. Photo: Prag Mistry

Some set off in bad weather and with salt on the roads left their precious Maseratis at home (and had to park around the back when they arrived) but many Club members braved the wintry conditions and as they turned off the M25 the rain disappeared and the sun soon came out at Vera's. How does she organise the good weather every year?



All gone in for lunch. Photo: Dave Smith



Catching up before lunch. Photo: Roger Harrison



Others round the back. Photo: Prag Mistry

As always, all tickets were sold and we had a great crowd for the first Club event of 2010. Clutching glasses of champagne, the usual tyre-kicking and catching-up was carried out in front of Magna Carta House before we all went inside to warm up and dine on a delicious lunch. Thank you, Vera, for being so welcoming and looking after us all so well.



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 May/June issue is 5th May 2010.

Contents:		Special Interest	
Club News	2	Silverstone Classic 2010	3
Maserati News	6	AGM	3
Miscellany	7	Concours	3
Racing News	8	Summer Garden Party	4
Marketplace	10	Helpers Needed	4
Regalia	11	Historic Race Series	7
Diary	12	Inzane Racing	8





Editor's intro



Things may still be quiet when it comes to motoring events but a huge amount of planning and organising goes on in the dark winter months to ensure that our spring and summer fun all goes according to plan. As you will see from the inserts dropping out of this issue of the Newsletter, arrangements for the AGM and Concours are firmly in hand. We will be staying, this year, at The Angel in Market Harborough. The Club is taking over the entire hotel so we can look forward to an enjoyable evening without becoming entangled in the usual wedding receptions. The hotel is also much closer to Stanford Hall ... maybe allowing for a bit of a lie-in on Sunday morning? Well, only if you've already polished and preened your Maserati for the Concours on Sunday. Do get your forms off to Bill Jackson in good time: using the enclosed forms you need to (1) book the hotel, (2) book Sunday lunch and (3) enter your car for the concours. There, how easy was that!

This issue of the Newsletter is full of ideas on how to spend your weekends – both Club events and 'others' – have a look at what's on offer and mark up your diary so that you don't miss anything that really interests you. Michael O'Shea's Racing News section continues with profiles of Club members who race non-Maseratis. As Michael says, for a small Club it is amazing how many of our members race competitively and this feature makes interesting (and maybe inspirational) reading.

Finally, don't forget to have a look at the Club's website from time to time. It contains a wealth of information on Maserati, the Club, events ... and a whole lot more.

Enjoy your Maserati motoring.

Mary Pole, newsletter@maseraticlub.co.uk

The Chairman writes ...

Another successful lunch at Magna Carta House has launched the year for us and our thanks to Vera for her enviable hospitality. The next event is the sell-out Cameron Millar spring meeting in France and I look forward to seeing many of you there.

The Club programme for 2010 is finalised and events are filling up as fast as we launch them – see the diary page. One, which I would like to encourage you to join, is the AGM followed by the Concours at Stanford Hall. This year the AGM will be held at the The Angel Hotel in lovely Market Harborough – close to Stanford Hall. The 2010 accounts have gone to the auditor and the draft balance sheet and P&L account are enclosed with this Newsletter. The Club has greater financial strength (subject to audit) due in part to the success of the International and we discuss this during the AGM. The annual business review will be followed by the regular, always lively, social dinner.

You all know our Club and its events are organised by volunteers and enthusiasts. There is a real opportunity and need for Club members to take on an event or join the committee. Several on the committee have served many years and are anxious to bring in new members and ensure the continuity and vitality of the Club. If you or someone you know can contribute then apply a gentle push to contact me or any committee member if only to find out what is involved.

A small number of members travelled to Angouleme for the Circuit des Remparts last September. This unique and spectacular event is written up in the current edition of trident thanks to Duncan Mitchell. We would like to organise a Club contingent to Angouleme in September 2011 to stay in a city centre hotel right in the action. Booking early is vital to secure this and if you think you would like to go please let me know at maseraticlub.uk@gmail.com. The sight of racing cars mixing it with daily traffic is not to be missed – and neither is the furious racing.

Warmest wishes from the committee, we look forward to seeing you all at 2010 events.

Brian Harris, Club Chairman,
10 March 2010

Who's who

Committee

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Newsletter

Anorak Quiz Answers (page 7)

1. Nicola De Tomaso and he went to Lamborghini. 3. Four-litre engine. 4. Tipo 64. 5. Piacenza 6. Cooper Maserati, 1967 South African Grand Prix. 7. John Surtees. 8. All Biturbo Spiders Boneschi and Fissore. because Zagato did the conversion. 9. 1927 to 1957. 10. Zagato.

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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 May/June issue is 5th May 2010.

Cameron Millar Spring Meeting

Sedan, France, 23-26 April 2010. Now fully subscribed.

Maserati Club AGM



Saturday, 5 June 2010

Dinner, bed and breakfast at the Angel Hotel, Market Harborough, Leicestershire LE16 7AF. Please note the change of venue.

The Angel Hotel is an Historic Coaching Inn, parts of which date back to the 16th century, and is located at 37 High Street in the centre of the town with parking to the front and secure parking at the rear. This change of venue means that Stanford Hall is just 15 miles away by way of the A508 south to Kelmars then the A14 west to Stanford Hall. For further hotel details, click on www.theangel-hotel.co.uk

Accommodation is available from 2 pm and rooms must be vacated by 11 am Sunday.

All 26 Rooms have been pre-booked with a mix of double, twin and single occupancy.

Programme: 6.15 pm: Club AGM, Regency Room
7.15 pm: Drinks reception, The Ostlers' Bar
8.00 pm: Club Dinner, Regency Room
Prices: Reception, Club Dinner with wine, bed & breakfast
Twin, Double & Single Rooms: £45.00 per person

We trust that there will be a full turnout for this event. It is, after all, YOUR CLUB and the Committee works very hard to make all these events accessible to all members. A booking form is enclosed with this Newsletter. **Bill Jackson**

Highland Fling Scottish Tour 19-26 June 2010

Contact Edwin Faulkner for details or see the Club's website: ejf@manx.net or 01624 822622.

Welcome to the Club

Membership on 28 February 2010 stood at **655**; this time last year the figure was **631**.

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

Name	Membership Number	Area	Car
Phillip Benton	4620	Nottinghamshire	Q'porte Mk 5
Rhys Williams	4622	Wales	3200GT Auto
Andy Smith	4623	London	3200GT
Gordon Bloor	4624	Berkshire	-
Andrew Cooper	4625	E.Yorkshire	Ghibli
Martin Hickman	4626	Dorset	-
Rob Fox	4627	Berkshire	-
Richard Wilcock	4628	London	Ghibli Cup
Andrew Towns-Wadey	4629	Middlesex	Q'porte Mk 5
Chris Ratcliffe	4631	Berkshire	-
Ron Jesson	4632	Hertfordshire	3200GT Auto

Welcome to the club.

Subscription renewals – for all those non-payers this will be the last publication before "the letter". Although we don't want to lose you, if you have decided not to renew your subscription for 2010 please let me know by email or telephone, this will save the club unnecessary postage expense.

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

The Graypaul Maserati Club Concours d'Elégance 2010

Sunday, 6 June 2010

Stanford Hall
We are delighted to announce that once again the Club has the full support of our long-term sponsors GRAYPAUL for this year's Concours d'Elégance at Stanford Hall as part of the Auto Italia Italian Car Day on Sunday, 6 June.

Last year's event was to have been my last Concours as organiser as I am getting a little rough around the edges, but by popular demand and having been promoted to the rank of Vice President at the last AGM, I seem to have had little choice in the matter.

Richard of Storer Smith will be catering for lunch as usual and also providing a pay bar for drinks and coffee as well as those excellent bacon rolls. Our friends from the Ferrari Owner's Club may join us but with a limited turnout as a result of other commitments.

Booking entry forms for the Concours and Lunch are enclosed in this issue of the Newsletter as well as booking forms for the Club AGM. Please note the new location – we are staying at the Angel Hotel in Market Harborough and a special price for dinner, bed and breakfast has been negotiated. It is also a much shorter distance to drive to Stanford Hall. Please note that there is an entry charge per person at the gate on arrival at Stanford Hall.

We want the best entries ever with a special prize for the 'Best of Show' from previous winners. This may well be the last Stanford Hall Concours so let's make it a very memorable event.

Concours Timetable

09.00/10.00	Check in for entrants at Maserati Club marquee.
09.30/10.15	Arrangement of entrants' cars.
10.00	Check in for judges at Maserati Club marquee.
10.15/12.30	First judging period.
12.30/13.30	Lunch, first sitting plus judges.
13.30/14.30	Lunch, second sitting.
14.00/14.45	Final judging period.
14.45	Judges will reconvene at marquee and hand in score cards and determine class and overall winners.
15.00	Announcement of winners and presentation of prizes at Auto Italia Control Centre with James Humberstone from Graypaul and Maserati Club President.
16.00	End.

Please note that all times are liable to change, especially if the weather is inclement!
Bill Jackson

Silverstone Classic 2010

23-25 July 2010

Preliminary arrangements have now been made for this event including a booking at The Bell Hotel in Winslow, as per last year. Edwin Faulkner is once again running our stand at the track and Andy Heywood is running hotel bookings for Friday and Saturday evening. We anticipate a similar ticketing arrangement as last year and Silverstone themselves are promising an even more action packed weekend! The Club will again be mounting a display and Edwin is looking for three interesting models for the centrepiece of the display, i.e. racing or rare models, so, can you help? If so, then please email Edwin ASAP. We are hoping that we will have as many other models as we did last year to fill the stand around the centrepiece. Last year was a great event, so, for those who did not attend it, now is your chance to make sure you do not miss out this year.

Further details and a booking form will appear in the next Newsletter. If you wish to pledge interest in the meantime then please email:

For hotel and Silverstone tickets contact

Andy Heywood: andy@classicmaseratis.co.uk

For centre and display cars contact Edwin Faulkner: ejf@manx.net





Helpers Urgently Required

Edwin is calling for assistance (urgently!) to help set up the display at Silverstone on Thursday, 22 July with free entry on the day. Also, helpers are needed to man the stand on the Friday, Saturday and Sunday. Edwin also desperately requires some racing Maseratis for the weekend display. Let's try to win the Best Club Display award. No helpers no display, just a centre car park!

When members are booking for this event will they please advise Edwin, as well as Silverstone ticket office, of the days that they will be attending and which Maserati model they will be in. Where possible, if you have a classic as well as a modern Maserati, please come in your classic ... after all it is a Classic Festival. Thank you in anticipation of your help. **Contact Edwin Faulkner: ejf@manx.net or 01624 822622.**

Summer Garden Party

**Dering Arms, Pluckley
Sunday, 1 August 2010, from
midday on**

All the usual stuff! Champagne, canapés, buffet, Jazz Band and plenty of friends.
Cost @ £25.00 per person, payable in advance only, (bookings will close one week before). Cheque/card details with booking please. Cheques payable to Jim Buss. Contact details:

Email: info@deringarms.com or phone 01233 840371.

Address: The Dering Arms, The Grove, Pluckley, Kent, TN27 0RR.



Autumn Meeting 15-17 October 2010

Simon Edwards is organising the autumn meeting this year. Put the date in your diary (provisional at this stage) and watch this space for further details.

Supercars Tour to Modena

11-14 April 2010

Thomas Brimblecombe tells us that he is offering a flight tour out to Modena and Maranello to all the Supercar factories in April - and he still has availability. Flying from Gatwick to Bologna, the tour combines full factory visits to most of the important manufacturers still in production, privileged visits to some stunning museums and private collections hosted by their curators and free time in and around Modena. The tour will also sample the excellent Emilian gastronomy and wines.

**Contact Thomas for more information:
email: thomas@grandstandmotorsports.co.uk
Tel: 0845 375 0300, +44 (0)1162 311222,
www.grandstandmotorsports.co.uk**

Autopia Club Days

Dear Maserati Club, Believed to be the North-West's first DIY Workshop, Autopia Service Centre offers four workshop bays for vehicle owners to rent by the hour, two have car lifts - a two-post and a four-post, and all bays have tools for rent, lifts start at £10 per hour plus VAT. I thought you might also be interested in the brand new service we've just launched specifically for clubs. It's called Autopia 'Club Days' and gives clubs a full day's exclusive workshop access to all the bays and ramps. You can bring as many cars as you wish and marshal/shuttle them in and out as required to do the necessary jobs. It allows club members to share the jobs, expertise and information and it also provides a really cost effective way of getting workshop time, e.g. 12 hours, Monday to Friday is just £200 plus VAT. We are pleased to offer Club members a 10% discount on their total bill when they present their current membership card.

We are open 7 days per week and located 5 minutes from Junction 4 on the M65.

Darren Jones, www.autopiaservicecentres.co.uk or 01254 433397

From our Foreign Correspondent

Maserati Club Japan - First tour of the year



The Japanese Maserati Club had an early event to kick start the 2010 season. Eleven Maseratis gathered on a very cold February day. Despite the relatively low turnout, there were three members attending a tour for the first time, as well as Maseratis representing the Citroen, de Tomaso and Ferrari age. The tour took the participants around the Hakone hot spring area, at the foot of the majestic Mount Fuji.

Maserati at Monza

The Trident at the Temple of Speed



On 3 March, a group of Maseratisti, under the banner of repartocorse2.com, the leading Italian Maserati internet forum, got together at Monza for an open day to enjoy some track running with their Tridents.

Despite last minute uncertainty as to whether Monza was going to be open on the day (fairly typical given it's Italy we are talking about!), nine members showed up, some of whom car-less, with the following cars being represented GranSport, two Ghiblis, a Racing and a 3200GT. Best time on the day was a 2'.20.3" by the GranSport, an excellent time given the heavy track-day traffic.

Maurizio Raffone

Get well soon, Sir Stirling

Sir Stirling Moss is recovering in hospital after falling down a lift shaft at home and breaking both ankles. The Formula One racing legend, 80, fell three floors when his lift opened in error on Saturday, his website said. Paramedics were called to his home in Mayfair and he underwent surgery at the Royal London Hospital in Whitechapel. He also broke four bones in a foot, chipped four vertebrae and suffered skin damage. His family said he was recovering well. The website said: "He remained conscious throughout. With the assistance of Professor Sid Watkins he was moved to a hospital closer to his home where he underwent surgery on both his ankles, which were plated and pinned. The door to the lift, that should have remained locked if the lift was not on the floor that it was called from, opened in error." Sir Stirling's family have said that he is comfortable and they expect the recovery to take up to six weeks.

We send our very best wishes to Sir Stirling from the Club for a speedy and full recovery.

OSCA parts

Dear Maserati Club members, I am pleased to let you know that we can now supply new remanufactured distributor caps and rotor arms for MT4 OSCAs with twin spark 4 cylinder engines.

Alan Strachan, AWS Engineering, Unit 5a Elmsfield Ind Est, Chipping Norton, OX7 5XL. Tel: 01608 644445. www.aws-engineering.co.uk

Scottish Italian Car and Bike Meeting

Hopetoun House, Edinburgh - 15 August 2010



Dear Maserati Club, I am a fairly new member of the Club - a Khamsin owner. Last year I organised an Italian Car and Bike meeting at Hopetoun House in Edinburgh. We were limited to what we could do as it was a trial event. It was a great success. Accordingly this year we have the go ahead to run a full event. We have scheduled it for 15 August. This is being done only for fun. I, nor anyone else, make any money out of the event and it is organised by enthusiasts for enthusiasts. We are hoping to have about 500 exhibitors at this unique Scottish event.

We are planning a Gandini display and I am looking around for some cars and will be using some of my own collection for it. Any other significant cars would be appreciated. We are hoping to have a good showing from the classic marques, which as usual will be the highlight of the show. Additionally we are planning Italian themed stands for people to browse at.

Paul Santoni, 07831 467360, www.italiancarandbikeday.co.uk or email psantoni@btinternet.com

Cholmondeley POP

17-18 July 2010



Taking place in the glorious grounds of Cholmondeley Castle in Cheshire, the Pageant of Power combines speed, nerve and flair with exceptional design and engineering. Since 2007 it has been the ambition of the Pageant of Power to showcase the best of historic and contemporary automotive power, whether on Land, Sea or Air. Central to the action is the 3-mile circuit within the Park grounds of Cholmondeley Castle where over 150 cars and bikes compete, spanning seven decades of motorsports.

On the adjoining Deer Park Mere, the Pageant hosts the largest gathering of inshore racing powerboats in the UK, World Champion Jet Ski Demonstrations and Rib rides are also on offer. In the air, the largest helicopter event in Europe combines with dramatic and gravity defying aerobatic displays. The Military display will be more impressive than ever before with opportunities to watch combat power in action, look inside battle winning equipment and train with serving soldiers during the days and listen to magnificent marching bands at the Tattoo on Saturday night. All this combined with the fantastic shopping, activities and refreshments make this the unmissable event of the year! Buy your 'early bird' discounted tickets online now from £13.50: www.cpop.co.uk

Goodwood announces the 2010 Breakfast Club dates

Following on from another hugely successful year of the monthly Goodwood Breakfast Club events, the themes and timings for these popular Sunday morning meetings have been confirmed for the 2010 season.

The 2010 Goodwood Breakfast Club season promises an eclectic mix of vehicles, trade stands and a tempting breakfast menu to whet the appetite of any motoring enthusiast. As in previous years, admission to the Breakfast Club remains free, and all visitors are welcome. A dedicated Goodwood Breakfast Club website (www.Goodwood.com/breakfastclub) is available, highlighting updates on each monthly theme, and enabling visitors to pre-register their vehicle and attendance on-line to secure easy parking and breakfast access.

The Goodwood Breakfast Club is held on the first Sunday of every month, from March to December, with the exception of July and September, which have been rescheduled for 2010 as indicated (*).

Meetings are held from 08:00hrs to midday.

Sunday Date	2010 Goodwood Breakfast Club Theme
7 March:	Tax-free Sunday - for all pre-1973 classics.
4 April:	Sporting Family Favourites - four-seater fun.
2 May:	Everything but the Car - from bikes to buses, tractors to trucks; nothing is too bizarre.
6 June:	Supercar Sunday - the ultimate performance machines; cars and bikes.
27 June*:	Soft Top Sunday - a taste of the British summer for all open-top cars.
1 August:	Performance Car Legends - post-1970 driver's cars, including track day favourites.
29 August*:	Classic Sunday - pre-1966 vehicles in the spirit of Goodwood's golden days.
3 October:	Souped-up Sunday - modified and custom vehicles of all ages.
7 November:	Deutsch Marques! - a tribute to Germany's finest motoring marvels.
5 December:	Christmas Cracker Special - cherished cars and Santa's sled. Yule be glad you came!

Beaulieu's AutoJumble

15-16 May 2010

Beaulieu's popular Spring MotorMart AutoJumble takes place in May. Stand bookings are well advanced for the 1,000 Autojumble spaces selling motoring parts, automobilia, literature and accessories. The MotorMart, on the Beaulieu Arena, will have up to 200 vehicles for sale, ranging from concours classics to restorable relics and the DealerMart, a selection of classic cars for sale.

Taking place on Sunday, 16 May only, the now established Trunk Traders, will feature 'boot bounty' from amateur autojumbblers selling their surplus car bits from the back of their vehicles.

Visitors to the event will be able to enjoy all the Beaulieu attractions, including the National Motor Museum's latest exhibition 'ProMotion'. There is a special on-the-day, inclusive price of £8.70 for adults and £6.70 for children - even less if booked in advance on the ticket hotline: **01590 61288, or online at www.beaulieu.co.uk/tickets**

Le Mans Classic

9-11 July 2010

This isn't an official Club event but if you plan to go and want to meet up with other Club members, please contact Dick Pole, treasurer@maseraticlub.co.uk





Quattroporte Sport GT S 'Awards Edition'

Worldwide debut in Geneva



The Quattroporte Sport GT S 'Awards Edition' made its official debut at the Geneva Auto Show. Six years after its launch this car continues to receive accolades from the general public, automobile enthusiasts and media worldwide and so Maserati decided to celebrate its success with the 'Awards Edition'. During its six years of life, the Maserati Quattroporte has received no less than 56 awards. The Quattroporte Sport GT S 'Awards Edition', based on the Quattroporte Sport GT S, aims to combine in one car all the features that have made the Maserati flagship a benchmark.

The new Quarzo fuso exterior colour – a pearlescent metallic grey with a golden hue – exclusive to this model, makes the exterior immediately recognisable and highlights the body's elegant lines. The burnished treatment used on the exterior chromed parts, as well as on the side air vents and radiator surround, also blends with the 20" Multi Trident dark grey rims with satin finish.

The brake system, which replicates the system fitted to the Quattroporte Sport GT S and uses dual-cast technology, has hand-polished callipers at the front and rear.

The Poltrona Frau leather of the seats is combined with perforated Alcantara with a new undulated pattern; the headlining is also in Alcantara. Completing the cabin finishes are the special brushed aluminium doorills and Piano Black satin-finish wood mouldings. The boot is finished in black trim and features chromed details and a leather side pocket. A special exterior 'Awards Edition' series plate located on the B-pillar completes the car's look.

The Quattroporte Sport GT S 'Awards Edition' will be available worldwide from the second half of 2010 and will complete the offering of the Maserati flagship range, consisting of:

Quattroporte, with 4.2 engine;
Quattroporte S, with 4.7 engine
Quattroporte Sport GT S, with 4.7 engine delivering 440HP.

All the Quattroporte models are equipped with a 6-speed automatic transmission.

Maserati Tramontane Concept



The concept Maserati Tramontane is a lightweight electric luxury supercar with an original design focused on the reduction of the total number of body parts and the simplification of the production process by combining exterior and interior elements.

Czech student Ondrej Jirec, who was born in Prague, in 1988, created it. After completing high school he moved to Los Angeles to study at the Art Center College of Design where he is still studying.

Among the distinctive features of the Maserati Tramontane's design are the layered components and body panels that flow from the interior to the exterior. The first layer is a glass surface with a sculpted design, which envelops the car and is supported by a black frame, which is mounted on the chassis. The second layer includes the headlamps and the dashboard. These two pieces, one on each side, carry the front LED lights and smoothly flow back into the interior where they protect the speakers and air vents. The third layer gives form to the bottom part of seats and, as it reaches the exterior, also carries the taillights. This particular part has very high resistance to impact. In case of side impact the seat and chassis work together to provide the occupant with high protection. In the event of a tail collision, the rear part contains a crumple zone that can collapse, so the seats remain protected. The fourth layer, placed at the front, serves as motor compartment coverage and also as a dashboard. This element is attached to the chassis and hides motors, frame, and all the electronics.

At 4250mm in length the Maserati Tramontane is just 50mm shorter than the Lamborghini Gallardo. At 1170mm, the height is approximately the same as the Gallardo. Ingress/egress is very comfortable thanks to the gull-wing doors that are hinged to the main frame supporting the roof.

The interior design is very clean and simple and a large gauge with a digital display dominates the dashboard. The interior structural pillars behind the passenger seats take clues from the Maserati Birdcage and create a link to the Maserati history.

The proposed drivetrain features a four-wheel drive system with the front wheels powered by an electric motor and the rear wheels powered by two in-wheel motors.

Maserati and Damiani announce a licensing agreement

The first jewellery line dedicated to the Trident marque

Maserati and Damiani have announced a licensing agreement highlighting the first jewellery line dedicated to the Italian car company. The announcement was made at an exclusive dinner to celebrate the launch of Damiani in London, held at The Connaught Hotel in Mayfair. Several celebrity guests arrived onboard a fleet of Maserati Quattroportes and GranTurismos, including supermodel and TV presenter Jodie Kidd, singer Paloma Faith, who entertained the guests with an amazing live performance, TV presenter Cat Deeley and actor Jack Huston.



Until 2012, Damiani will design, produce and sell a bespoke jewellery line, inspired by the image and elegance of Maserati.

The designs will be available at selected multi-brand jewellery shops, from the Damiani Group retail network and Maserati dealerships worldwide.

Maserati, Alfa Romeo and Abarth to merge

To help quell Alfa Romeo's losses and lower development costs, Fiat will merge three of its sportiest brands - Abarth, Alfa Romeo and Maserati - into one single brand group.

Fiat believes it can identify possible synergies between the three marques, and as a result, help lower production and development costs for new products. As of now, Alfa Romeo and Maserati only share one platform, which underpins both the Alfa Romeo 8C Competizione and Maserati GranTurismo. Abarth and Alfa, however, both make use of Fiat's SCCS platform - it underpins both the Punto Abarth and MiTo, respectively.

If anything, the move may help Alfa Romeo stem its perpetual fiscal losses. According to sources, the brand has lost between €200 and €400 million a year for the last ten years. Fiat is reportedly considering two options for the brand: either freezing investment in new models (which could lead to a slow demise for Alfa), or using Chrysler platforms to create replacements for the aging 159 and 166 models. A strategic review is due to be completed by mid-April.

It seems Fiat CEO Sergio Marchionne has some hope for the brand under the merger, however, as he speaks highly of the man charged with leading the group, Harald Wester.

"Wester, who has demonstrated his enormous commitment on several fronts and achieved optimum results, will bring strong leadership capabilities and solid technical experience and know-how to this project," Marchionne said in a statement. Wester was previously the CEO of Maserati and Abarth, and the chief technical officer at Fiat Group. Alfa Romeo's current CEO, Sergio Cravero, is now the head of product concept and portfolio planning at Fiat Group Automobiles.

Maserati workers strike

In February, workers in Italy downed tools at several factories owned by Fiat in protest against the company's restructuring plans, including the closure of a plant in Sicily. Some 50 per cent of workers at Fiat's main Mirafiori factory in Turin had joined the four-hour strike, according to the FIOM union. Hundreds of workers marched outside the factory gates, waving flags and displaying banners.

"The workers at Mirafiori have understood that the whole of Fiat's auto sector is at risk. We have to force Fiat to invest in Italy and to produce electrically-powered cars," FIOM representative Giorgio Airauda said. In Sicily some 80 per cent of workers joined the strike at the Termini Imerese plant, which according to Fiat is to be closed by the end of 2011. The plant currently employs around 1,600 workers. Workers at other Fiat group-controlled factories, including those of Ferrari and Maserati, also walked out in solidarity with their colleagues at Termini Imerese, news reports said.

Italy's largest private sector employer, Fiat, which last year gained control of US carmaker Chrysler has been gradually shifting its production abroad including Latin America and Poland where labour is cheaper. The plan to close Termini Imerese has also been criticised by Italy's government which last year, in a move to assist Fiat overcome global auto sales slump, introduced incentives for the purchase of new cars in exchange for trade-ins of older, less fuel and ecologically-efficient models.

Poverty charity boss outed for driving Maserati company car

A poverty relief organisation in Berlin is under pressure after it emerged that the director's company car is a Maserati driven by two chauffeurs. News of the Quattroporte came to light when the German media reported on a court dispute involving the charity Treberhilfe over a speeding ticket.

The car was allegedly caught speeding by police radars in Müritzkreis, Mecklenburg Western-Pomerania last June. But because police could not tell whether the charity's director or one his chauffeurs was at the wheel, they demanded Treberhilfe keep a vehicle log. But the director has refused and the case will be addressed in a Berlin court.

Treberhilfe's sponsoring organisation, the Protestant church's charity umbrella group Diakonisches Werk, has demanded consequences for what is seen as unseemly behaviour for a charity that is partially funded by donations and enjoys government support such as tax breaks.

But the director defended his company car, explaining that he is also an investor in the organisation.

"We work unconventionally, but with absolute seriousness," he said, adding that his car was a sign of how successful he had been at leading Treberhilfe, which has 28 locations and 250 employees in Berlin.

Ehlert also explained that he paid a discounted price for the car when he bought it in 2007.

So that's OK then. Ed.

Suffolk barn yields collection of classic cars

Bury St Edmonds auctioneers, Lacy Scott & Knight, will offer a unique, untouched and original collection of modern classic cars in March. During a routine assessment, the valuer was asked to take a look at 'the old cars in the barns'. He was amazed to discover seven dust-covered classics, including two Bentleys, two Maseratis, two De Tomasos and a Jensen Interceptor. An even greater surprise was realising that the two Bentleys, the De Tomaso Longchamp and the Maserati QP III had each done less than 1000 miles. Fortunately, the barns were built to house the vehicles by the late owner, and are therefore watertight. The wealthy Suffolk-based businessman, who owned a successful engineering firm, refused to drive the cars, instead relying on his £4000 Japanese-built Nissan 4x4 as his daily transport. If any Club member decides to take on one or both of these Maserati 'projects', please let us know how the restoration progresses.



Photo: Khamsin. Photo: Lacy Scott & Knight

Book review

Races, Faces, Places: The Motor Racing Photography of Michael Cooper
 by Paul Parker, £23 from Amazon

This lavish photographic book is divided into three sections - races, faces and places - and recalls the nostalgic heartland of motor racing in the 1960s. Formula 1 subjects feature, but Michael Cooper also covered sports, GT and saloon car racing, while his portraits of iconic 1960s drivers are among his best work. This book illustrates Michael's genius at capturing the moment and his ability to understand the subject or place in a way that transcends technical skill. Unlike today's rigidly controlled accreditation and access restrictions, Michael's busiest motor racing period coincided with the relatively easy working conditions and unfettered trackside access that so defines this era.



Brake demands annual 'fit to drive' health check for over 70's

Brake is calling for controls on older drivers following the death of an 18-month-old boy, killed when an 89-year-old driver mounted the pavement. It is thought that the driver lost control of the car when he became ill at the wheel.

Brake deputy chief executive Cathy Keeler said: "Current law requires drivers over the age of 70 to renew their licence and fill in a self assessment form declaring they are safe to drive every three years. Brake believes this isn't good enough and there should be an annual 'fit to drive' health check carried out by a professional. These checks should also be required every five years for drivers under the age of 70, as health can deteriorate at any age. More frequent checks are needed for older drivers as there are known health risks associated with aging that directly affect driving ability, including loss of eyesight and hearing. Older drivers may also have health conditions or take medication that can impair driving. Drivers who have a high risk of heart attack or fainting fits must not be allowed behind the wheel."

Brake is also calling for a Government consultation to consider a maximum driving age and regular re-test as well as the above measures.

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.

1. Who was the 3rd engineer after Colombo and Bellentani credited with initial development of the 250F engine?
2. Giulio Alfieri was the chief engineer at Maserati throughout their classic era. He was sacked in 1975. By whom and to which company did he go afterwards?
3. What does A1 mean in a Mistral chassis number?
4. What is a Supercage?
5. Which city was the home town of the Maserati brothers?
6. What was the last Maserati engined car to win a Grand Prix and when?
7. Who won Grands Prix for Ferrari and Cooper Maserati in the same year?
8. Which models of Biturbo have 'Zagato' nameplates on the side and why?
9. From which year and until which year did the original Mille Miglia event run?
10. Name three coachbuilders who made bodies for OSCA 1600GT.

Goodwood to control Revival visitor numbers



David Bennett in his A6GCM at the 2009 Revival.
 Photo: Dave Smith

Last year the annual Goodwood Revival achieved an all-time record attendance with more than 132,000 historic motor racing enthusiasts descending on the celebrated West Sussex motor circuit to enjoy three days of the world's finest wheel-to-wheel racing, period fashions and entertainment. For 2009 Revival tickets sold out earlier than they had ever done before.

Despite this year's Goodwood Revival still being some months away (from 17-19 September), early sales of advanced tickets to the 2010 event are matching the highest level ever year-on-year in 13 years of the meeting.

Due to this initial strong demand, plus the important aim to keep the Goodwood Revival as a comfortable and enjoyable experience for all visitors with great viewing of all of the action on and off the track, the Earl of March has taken the exceptional step of marginally reducing the number of advance entry tickets to be sold for this year's meeting in September. This means that tickets are expected to sell out some time before the event itself.

As in previous years, Revival tickets will be available to advance order only on a first-come, first served basis. The number of spectators will be restricted each day to avoid congestion and cramped conditions, maintaining the event's relaxed and enjoyable atmosphere for everyone. Further enhancements to the 2010 Goodwood Revival will include an extension of the large grandstand at Woodcote corner, which has historically proven to be so popular that it sells out within just a few weeks of going on sale. This September over 700 extra seats will be added to the extended Woodcote Grandstand, with this covered facility moving closer to the track for even better viewing of the racing. The Revival's entertainment facilities will also be enhanced with the addition of 'The Goodwood Mess,' a new interactive hospitality facility modelled on the Drivers' Club. The Goodwood Mess will take entertaining to a whole new dimension with a step back in time. Located track side, next to the assembly area and just beyond the start/finish line with great views all the way to the mighty Madgwick Corner, The Goodwood Mess will be at the centre of all the action.



New Historic Race Series: The Sir Stirling Moss Trophy

New for 2010, Motor Racing Legends has launched a brand-new series of historic races: the Sir Stirling Moss Trophy. Inspired by the success of the one-off race of this name at the Algarve in October, the series is for genuine, pre-1961 sports cars and sports racers.

As Duncan Wiltshire of Motor Racing Legends explains, "The reaction from competitors to the Sir Stirling Moss Trophy race at the Algarve, was overwhelming; so much so that we want to offer the experience as a regular feature on our calendar – and not just at the Algarve, but as an all-year series of invitation races at some of the greatest race tracks in Europe. It's also highly appropriate that the series is named in honour of an undisputed hero of motorsport, who regularly races with us in his own OSCA FS 372.

"Our aim is to offer the most authentic historic motor racing possible, with longer, two-driver races at high-profile meetings. The Sir Stirling Moss Trophy, supported by JD Classics, will build on Motor Racing Legends' ethos of inviting only genuine cars built to period specification, with an expectation of driving standards that are 'gentlemanly' as well as highly competitive. We would not be launching this series were it not for the strong and persistent message from our racers that reinforces, time and again, the desire for longer, two-driver races, with strict eligibility restrictions and careful scrutineering, to make historic motor racing as close to the 'original' experience as possible. This is what our racers enjoyed at the Algarve – and what they have asked us to provide more of in 2010. What has finally enabled us to take this big step is the help and support of, first, Sir Stirling Moss in allowing us the great honour of using his name; and secondly, the world-famous classic cars sales and restoration enterprise 'JD Classics', which has generously stepped in as the series' sponsor." Derek Hood, JD Classics' founder and proprietor, commented, "The new race series is the perfect alliance for us. Motor Racing Legends and JD Classics have commonality with clients and also with the heritage of motorsport. Increasingly, racers are buying cars of the correct provenance, from the right stable and from trusted sources, specifically to compete in certain top-level historic events. We can definitely see ourselves as a catalyst along this journey with the Sir Stirling Moss Trophy."

The new Sir Stirling Moss Trophy will absorb the current BRDC Historic Sportscars series but extend the entry criteria to include GTs, as well as sportscars and sports-racers. The 2010 race calendar will shortly be announced but provisionally includes the Grand Prix de l'Age d'Or at Dijon, the Silverstone Classic, the Oulton Park Gold Cup, the Six-Hours meeting at Spa and the Algarve Historic Festival.

Entry forms, and further information, are available from www.motorracinglegends.com or contact Duncan Wiltshire, at Motor Racing Legends, Woodbine Farm, Thorndon, Eye, Suffolk IP23 7JJ. Tel +44 (0)1379 678101. E-mail: enquiries@motorracinglegends.com

Launched by Motor Racing Legends;
Supported by JD Classics



You are never too old to start racing



Having reached my 59th year, I should have known better than to embark on racing as a hobby. However, various conversations with Graham Burgess (similar age to me) about the race preparation of his Bora and a chance encounter in

Pistonheads Classifieds with a race prepared TVR Griffith 500 led me to realise a long dormant ambition and start racing.

'Flash to bang' time was quick - medical in December 2008, bought the car in January, passed my ARDS test in March and started racing in April. I was helped hugely by buying a race proven car - my Griffith had started life as a 1993 road car and was converted over six months of intensive work at a cost of about £30k. It was raced for four seasons in Class B of the Dunlop TVR Challenge before I bought it. It is competitive (in the right hands) as its race prepared Rover 5 litre V8 engine pushes out over 300bhp and the car only weighs 950kgs.

The major advantage in buying this car was that I bought straight into a TVR marque race series - the Dunlop TVR Challenge - which was formerly the Tuscan Challenge for TVR factory prepared race Tuscans from the late 1980s. When the factory relinquished support for the Challenge three years ago, the residual Tuscan cars got together with the TVR Car Club to produce the Dunlop sponsored TVR Challenge. This event is divided into three classes - Class A basically for AJP engined Tuscan racers and other AJP engined conversions over 300bhp, Class B for anything with a Rover V8 in it up to 300bhp and Class C for Tasmans and 3000Ms and old 3 litre Tuscans.

My first year results were third in Class B and ninth overall of 30+ drivers. The stats do not tell the real story of the exhilaration of going racing - hill-climbs and sprints hold no allure for me, as I wanted to compete alongside typically twenty cars on the start grid. I have enjoyed it so much that I shall race again in 2010 and in the same car, but with more 'edge' to be competitive now that I have overcome my 'rookie' season!

Richard Hewitt

More racing news from our Club members

Considering we are a small Club, I am amazed how many of our members either race competitively or are involved with racing teams or rallying. I am curious to know how many more of our members are out on the track, no matter what make of car or how infrequently you race or rally please send me your pictures and let me know what you are up to. It is people that are members of this Club not cars, so share with the other members your racing and rallying news.

Inzane Racing

Geoff Lancaster, our Trident editor, reports that his team, Inzane Racing, has campaigned three Italian bikes in the course of the last three seasons.

In 2007 we developed the Laverda 650 Formula to run on bioethanol distilled from sugar beet (don't ask!) The bike was developed by mid season into a podium finisher but that elusive 'world first win on renewable fuel' was just out of reach. However, our team was spotted by a quasi-government agency, EEMS (Energy Efficient Motor Sport) who gave us £10,000 to promote renewable fuels in bike racing. Inzane Racing bought a Ducati SS800 and developed this over the winter. For season 2008 and 2009 it was consistently at the front and took the elusive first win at Snetterton mid season ... a world first! If anyone out there fancies saving the planet as they race, Inzane has the technology. There are power advantages to be gained but fuel consumption suffers so endurance racers beware!

Geoff Lancaster



There is life outside an OSCA



No surprise that my humble exploits on the road and track over the past couple of years have been focussed on the great privilege of co-driving Stirling's ultra rare 1956 OSCA FS372 (one of only five built and unique in having the sole desmodromic engine constructed

by Ernesto Maserati) and my own 1953 OSCA MT4, but I have managed to steel myself over the past couple of years to enjoying the temptations of two other lovely cars - my 1953 Fiat 8V 'OttoVu' and my co-owner Tony Pickering's gorgeous 1956 US Grand Prix winning Jaguar 3.4 'D' Type.

The OttoVu, designed by Fabio Luigi Rapi of Issota Fraschini fame, was intended by Fiat to restore its fortunes after WW2 by winning GT races. This it did repeatedly, often in the hands of Elio Zagato, scoring 43 class victories in the International GT category, a feat not repeated elsewhere in motorsport history. Only 15 'works' lightweights were built and only two have been racing in recent times - mine and the similar car campaigned by the late Jean Sage, founder of Renault Formula 1.

Its last outing was the 2009 Mille Miglia, achieving a successful finish in spite of an oil cleaner fire two-thirds of the way through the event. Before that, its third outing at the Goodwood Revival saw a great battle with the Frazer Nash Le Mans Coupe in Jamie Wood's hands. Neither car is particularly suited to circuit based sprint races, being designed for endurance events like the Mille Miglia and Le Mans 24 Hours, but that didn't detract from the huge pleasure of a real old ding dong towards the back of the field at so special an event as the Revival. Jamie beat me across the line by a couple of car lengths!

The 'D' Type saga was equally special, perhaps even more so! Three of us co-drove the car at the most recent Le Mans Classic 24



Hours, a truly superb event held on the full Le Mans circuit bi-annually in July. Whilst we struggled a bit initially due to some niggling mechanical problems, 'Team Earl Pickering' completed the weekend's racing with a resounding win in the last session by Gavin, Tony's son, a pukka Le Mans veteran of 28!

Racing a 'D' Type at La Sarthe is an experience to be savoured, the realisation of a schoolboy's dream - certainly this 'schoolboy's'! The car was, of course, designed specifically with Le Mans in mind, handled beautifully, and seemed almost to know its way around the circuit on its own, but that's a feeling to be quickly disposed of because it's an immensely rapid car on an immensely quick circuit, and full commitment and concentration are required for every passing moment. I was amazed to be told after my handover to Tony that I'd been recorded at over 170 mph on the Indianapolis straight. Glad I didn't know at the time! An experience to be treasured.

Roger Earl

Lincoln Small's Brabham BT30

Another racer in the Club is Lincoln Small who owns the Brabham BT30 that was 2nd in the European Formula 2 Championship in 1970 when owned by the late Tom Wheatcroft and raced by Derek Bell. The car has a further claim to fame as Steve McQueen drove it around Le Mans circuit a few times in between takes during filming of the Le Mans movie, apparently putting up a very fast time. Lincoln acquired the car in 1988 as the second owner from new and only the third driver including Steve McQueen! The car is powered by the fabulous 1600cc Cosworth FVA producing 245bhp and weighing nothing like the owner. The picture was taken at Monza with Lincoln at the wheel. Lincoln - let us know where you are racing this season, as I am sure Club members would like to support you.

This is the second article featuring Club members that race, but not just in Maseratis. How many more members of the Club are racing and rallying out there? Please send me your photos and captions.

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

Maseratis ... and others

Our professional racing driver and racing coach, Roberto Giordanelli, sums up his last season with Maserati highlights including testing the new GranTurismo GT4 and the new Trofeo at Rome's Vallelunga Circuit with FIA GT Champion, Andrea Bertolini and ex-F1 pilot Ivan Capelli.



These Maserati works cars are simply fabulous: quick and user friendly. The GT4 will contest the FIA GT series while the Trofeo will see a return to top-level one-make racing.

As a pre-Goodwood treat I had a productive day carrying out a set-up session at the Sussex circuit with Michael O'Shea's rapid Cooper-Maserati, which resulted in a very respectable top ten place for Michael on the big day.

As for other marques, a day at Italy's new Franciacorta Circuit in a Formula One Ferrari F126/C4 ex-Michael Alboreto needs a worthy mention. The story will run in Auto Italia magazine in 2010, but for now here are some hair-raising numbers: 1000bhp and 540kg. Three races in the Lamborghini Supertrofeo series were an exotic highpoint. Other races included a Britcar Endurance race in a Lotus Motorsport Elise (3rd overall). Meanwhile, driving an historic Lotus 26R I notched up various successes in Masters Cloth Cap (1st in class), Knockhill Scottish Speedfair (new lap record and 1st in class), Mugello Road Race and Vernasca Silver Flag. Other races included a Top Hat race in fellow Club member Paul Clayson's Ford Falcon, plus races in a Sunbeam Tiger and an Austin A105. A good old grassroots race in a V12 Jaguar XJS was enjoyable and added fine diversity to the busy year. Other cars tested and 'instructor cars' driven are too numerous to list but include the ill-fated Life F1 car, a beautiful Abarth 2000SP sports prototype, the new rear-wheel-drive Lamborghini Gallardo Balboni, a new Nissan 370Z in Paris and right up there with the best of the best was an Italian road test of the new Maserati QP Sport Automatic (recommended).

Roberto Giordanelli, www.roberto-giordanelli.com





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All advertisements will feature in two consecutive issues, and free in Auto Italia magazine. Post or email advertisements, and cheques where applicable, to the Editor. See page 2 for contact details. Cheques payable to 'The Maserati Club'.

Dave Smith

As a lifelong Maserati man and keen photographer, Dave Smith has built up an extensive library of photographs of Maserati cars and Club members taken at race meetings and other motoring events.

Copies and enlargements are available at attractive prices.
Contact Dave on
01494 717701



Vera's Lunch 2010

3200



3200 Maserati in black. 2002. Manual with black leather. Only 26,000 miles. All usual gadgets and in excellent all-round condition. Ideally would like to swap/part exchange for 70's Maserati or £17,500 ono. Tel: Gary on 01624 816725 after 6 pm or mobile: 07624 493873 any time.

Maserati 4200 Cambiocorsa



Revised 2003 model, 46,000 miles. Full Maserati service history. Grigio Touring metallic, Blu Medio seats, Grigio Medio dashboard, Grigio Medio door panels, Grigio Medio piping, Blu carpets, 18" Grigio Mercury 7-spoke alloy wheels, Alluminio callipers, GPS Navigation system (with 2008 UK & Europe Disc), Climate controlled air-conditioning, Electric front seats + driver memory, Front seats with heating system, Electric folding mirrors, Driver, passenger & side airbags, Skyhook active suspension system, Maserati stability programme, (MSP), Anti-lock brakes (ABS), Electronic brakeforce distribution (EBD), Anti-slip regulation (ASR), 5-disc Blaupunkt CD changer, iPod Connection, Maserati alarm system, Maserati toolkit, Maserati Blu carpet mats, UK car. Recent service, MOT, clutch, flywheel and 4 new tyres. Magnificent car in superb original condition. £19,950. Contact: Roberto Giordaneli 07973 508132. Located Sunbury-on-Thames.

Spare

3500 parts catalogue

Not lucky enough to have a Maserati, I am selling a 3500 GT genuine spare parts catalogue in excellent condition, and open to offer.
Franck Druelle, franck.druelle33@orange.fr

Maserati Shamal



Left hand drive. Built 1991, but registered on a UK 'M' plate (1994). Chassis number: ZAM339B00*MA300037. Mileage: 56,000km. Colour: Rosso Maserati. Interior: Pelle Nera - with black carbon fibre inserts and Momo leather gear knob. Stainless steel replacement exhaust. Immobiliser fitted. UK MOT until April 2010. 300037 has been owned by me for 3 years and only been driven in the dry. Was originally supplied in the UK by Meridien, but the car was first registered in Germany. Previously owned by a well-known Maserati enthusiast and member of the UK Maserati Club. She had a major overhaul in 2007 at Bill McGrath, and has been fully serviced since by a former Maserati main agent. I have lots of documentation, but the history is not complete. Everything is in working order, including the climate control. Overall the car is in excellent condition, both inside and out and this will be a very sad sale. Offered for sale at £29,000 or EUR32,000. Location: Ashford, Kent. Contact Stephen Phillips on 07775 826283 or email sjp23480@btinternet.com

1997 Maserati Ghibli Cup



Azzuro Blu metallic with light grey interior. A meticulously maintained car with full service history in excellent order throughout. Unused split rim alloys. Category 1 alarm. Includes all standard options: ABS, climate controlled air conditioning, leather seats, electric mirrors, radio/CD. £16,750. Telephone Duncan on 01947 897 530 or Marios on 0161 881 3463. The car is in Manchester. Number plate not included.

Maserati Bora

1974 RHD. Red with cream leather, grey carpet in cabin. Black carpet boot and engine cover. 46k miles. Just finished major restoration to near-concours condition. In my ownership for 24 years. All receipts and MOTs for that period. A rare and appreciating asset. Fab car and a joy to drive. Unhappily, divorce payment forces sale - a good home is needed. £55k. (Mid Kent). Contact Jim Buss: 01233 840371, 07711 894498, e-mail: jim@deringarms.com

QPIV



After five years of cherished ownership I am sadly moving on from my beloved Quattroporte IV to Maserati pastures new. The car is one of only 32 rhd 3.2 litre twin turbo V8's manufactured. Needless to say, performance is electrifying yet the car can wait you through town in silent opulence. I have lavished care and attention without thought of expense to this car to A1 condition. Coachwork has been part restored by 'Prestige' and mechanical fettling has been entrusted to the UK's foremost Biturbo specialist, Paul at McGrath's. It has featured in Popular Classics magazine and represented the model at the Club's stand last year at the NEC Classic Car Show. The car comes with its entire history, yes bills for every service, and is finished in blu speciale, with ivory leather. £7,950 ono. Geoff Lancaster, Geoff.lancaster@abfoods.com, 07860 562659.

Quattroporte V



Maserati Quattroporte 4.2 series 5 duo select. 4 door. 18/05/2005. Silver/grey with black leather interior plus upgraded stitching. No previous owners and just 11,800 miles with full history, plus 1 full year's tax and MOT when purchased. Fully loaded to include electric mirrors and seats/head rests, power sun roof, trickle charge loom, walnut wood, picnic tables, metallic paint, F/R parking sensors, F/R heated seats, rear climate control, 19" alloys, phone kit, sat nav, nav trak, red callipers, Bose system, etc., etc., etc., simply too many to list. This car is outstanding, exceptional, stunning, mint, pristine, in fact it is in unmarked / untouched condition inside, outside and under the bonnet. In fact it's better than when I picked it up from new at the factory. You will not find fault. You are virtually buying a brand new car as it lives in heated accommodation under a cover, has never felt rain or been subject to cigarette smoke. £32,000. Tel: 07785 352520. Email stevegannon@btinternet.com for photo slide show.

Maserati 4200 Cambiocorsa Coupe



Dark blue with cream interior, first registered in June 2002. 6 months tax and 6 months MOT. New Pirelli rear tyres fitted August 2009. Last serviced at Graypaul, Edinburgh in August 2009. Sat Nav, cruise control, a/c etc. 38,500 miles. Genuine reason for sale - moving abroad through work and can't bear the thought of this prime vehicle immobile for years so will sell. Location: Aberdeen. A bargain at £15,495. Telephone Ernie, 07734 875776. Please contact Jacques at tenroof@orange.fr

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Ghibli 'Spyder' conversion



MASERATI Ghibli 4.7-litre - AM 115'926" (16/05/1969).
At 72,000kms it underwent a complete conversion into a "Ghibli Spyder" by GIORDANENGO (AUTORESTAURO - BOVES - Italy), which was completed in late 2009. Every item of work has been carried out to the highest possible standard, probably better than an original, using only original MASERATI parts, including:

- Complete disassembling, vermiculage and sanding of the bodywork, including the necessary reinforcement work to the body.
 - Finished in original MASERATI polyurethane paint (Oro chiaro metallizzato).
 - New windscreen, windows, hood frame, new electrical wiring loom, new tyres, new battery.
 - The engine has undergone a complete rebuild at 62,000 kms; with new pistons and piston rings, con-rod bearings, timing chains, clutch, starter and alternator.
 - All mechanical and ancillary components checked and replaced where necessary, new cooling fans, new stainless steel exhaust system, major service with complete overhaul of the Weber carburettors.
 - Interior re-upholstered in green leather; seats, trim and dashboard, with new all-wool carpets by FERRARESI (FERRARA - Italy). New hood to original MASERATI specification.
- This beautiful car is in excellent condition and in perfect working order, situated in CANNES, South of France, and is for sale at EURO 170,000.
Please contact Jacques at tenroof@orange.fr

Maserati Literature

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Just the one

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Maserati 300S £95.00
Walter Baumer's massive and authoritative tome on the most glorious sports racer of them all! Full of photos, many never published before, all the known cars have their racing history recounted. Comes in its own slip case. The definitive study! Essential for all racing enthusiasts.

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Maserati, Was £34.50 Now £24.00
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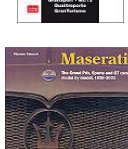
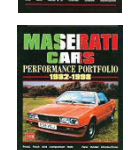
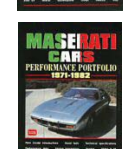
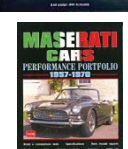
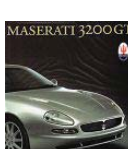
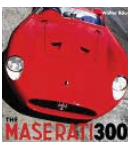
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Copy Dates

Editorial and advertisements for the May/June issue should be in by 5th May 2010

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