



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](mailto:newsletter@maseraticlub.co.uk)

### July 2010

23-25 July 2010  
**Silverstone Classic**  
[www.silverstoneclassic.com](http://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](http://www.classicvehicles.org.uk)

31 July - 1 August 2010  
**FIA GT1 World Championship**  
Spa Francorchamps, Belgium  
[www.gt1world.com](http://www.gt1world.com)

### August 2010

1 August 2010  
**Summer Garden Party**  
Dering Arms, Pluckley  
Contact: Jim Buss  
[info@deringarms.com](mailto:info@deringarms.com)



1 August 2010  
**The Masters Racing Series**  
Castle Combe  
[www.themastersseries.com](http://www.themastersseries.com)

1 August 2010  
**Hungarian Grand Prix**  
Budapest

7 August 2010  
**VSCC Speed Hillclimb**  
Prescott  
[www.vsc.co.uk](http://www.vsc.co.uk)

Sunday, 8 August 2010  
**Dorset Sunday Funday**  
The Ferrari Club invites members of the Maserati Club to join them at this year's Funday. Meeting at Henstridge Airfield just off the A30, BA80TN, at 09.15 am on Sunday, 8 August 2010. Opportunity for timed drive down the main runway. Drive to Shaftsbury and lunch at the Crown. Contact Keith Collis: mobile 078787 55673 or home 01258 820766, email [keith.collis@hotmail.co.uk](mailto:keith.collis@hotmail.co.uk)

8 August 2010  
**MITCAR 2010**  
**Midlands Italian Car Day**  
Chatsworth House, Near Bakewell, Derbyshire  
[www.mitcar.co.uk](http://www.mitcar.co.uk) and [www.chatsworth.org](http://www.chatsworth.org)  
Organiser Contact: Bryan Alexander: 0115 9283636 and [mitcar@icuknet.co.uk](mailto:mitcar@icuknet.co.uk)

15 August 2010  
**Scottish Italian Car and Bike Meeting**  
Hopetoun House, Edinburgh  
Contact Paul Santoni  
[psantoni@btinternet.com](mailto:psantoni@btinternet.com)

21-22 August 2010  
**Cumbria Classic Weekend 2010**  
**Wigton Motor Club**  
This year's theme is 'The magic of Italy' and it is hoped that there will be entries from all the major Italian marques such as Ferrari, Maserati, Lamborghini, Lancia and Fiat. The Weekend continues its successful format with the Rose & Thistle Challenge

### August 2010

run on the Saturday, which takes in the delights of northern England and the Borders. Entries on this event are limited to 60 so it is expected to fill up very quickly. Sunday sees the Cumbria Classic Show at Dalemain House near Ullswater, just five minutes from Junction 40 of the M6. As well as around 500 classic cars there will be arena action, special marque displays, dozens of club displays, auto tests, jazz bands, trade stands and autajumble as well as the delights of Dalemain House and gardens. Full details and entry forms are available on [www.wigtonmc.com](http://www.wigtonmc.com)

22 August 2010  
**VSCC Race Meeting**  
Malory Park  
[www.vsc.co.uk](http://www.vsc.co.uk)

26-29 August 2010  
**FIA GT1 World Championship**  
Nurburgring, Germany  
[www.gt1world.com](http://www.gt1world.com)

28 August 2010  
**Motor Racing Legends Gold Cup**  
Oulton Park  
[www.motorracinglegends.com](http://www.motorracinglegends.com)

28 August 2010  
**Southend on Sea Italian Festival**  
Maserati Club members are invited to come along with their cars.  
Contact:  
[Lynsey@lynsey@withrington.biz](mailto:Lynsey@lynsey@withrington.biz)

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>  
Contact: Roger Epszajn,  
[roger@epszajn.co.uk](mailto:roger@epszajn.co.uk)

4-5 September 2010  
**The Famous Skylark Vintage and County Show** in aid of Macmillan Nurses Cancer Care March, Cambridgeshire  
[www.skylarkshowground.co.uk](http://www.skylarkshowground.co.uk)

Sunday, 5 September 2010  
**Enhnam Classic and American Car Show**  
**Thruxton Circuit, Andover**  
It costs just £5 to exhibit a car, and aside from supporting a very good cause, there will be the chance to win a trophy. Full event details are at [www.monarchevents.co.uk](http://www.monarchevents.co.uk)

Sunday, 5 September 2010  
**Italian Car and Bike Day**  
**Honnington Farm, Nr Tunbridge Wells**  
This event will be a fun packed day whilst raising money for the Kent Air Ambulance. Info can be found at [www.honningtonevents.com](http://www.honningtonevents.com)

### September 2010

Sunday, 5 September 2010  
**Auto Italia at Chelsea Autolegends**  
Auto Italia magazine has been allocated an exclusive display area for selected Italian cars at the Chelsea Autolegends event. To guarantee a place in the display area owners of eligible cars are strongly advised to pre-book. Displaying cars must be presented in pristine original condition. Eligibility enquiries should be made to [phil.ward@chpltd.com](mailto:phil.ward@chpltd.com) Eligible cars are: All models of: Ferrari, Lamborghini, De Tomaso, Maserati, Iso, Bugatti EB110, Abarth and Fiat Abarth, 'etceterini' and coach-built non-Italian cars. Alfa Romeo: All pre-1991 models, 8C Competizione, Brera and Spider, 916 GTV and Spider, SZ and RZ. Lancia: All models. Fiat: All pre-1982 models, Fiat Coupe, Fiat X1/9 and Fiat Barchetta. For general event information and pre-booking visit [www.chelseaautolegends.com](http://www.chelseaautolegends.com) quoting Auto Italia magazine in the message box.

7-9 September 2010  
**Tour Britannia: Round the Orme**  
Tour of Cheshire and North Wales plus track event at Oulton Park  
[www.tourbritannia.com](http://www.tourbritannia.com)

11-12 September 2010  
**Motors live at MIRA**  
[www.motorsliveatmira.org](http://www.motorsliveatmira.org)

12 September 2010  
**Italian Grand Prix**  
Monza

12-17 September 2010  
**Monte Carlo or Bust** - A rally across the continent from London to Monaco The classic car rally will begin at a private motor museum near Guildford where Susan Hampshire will wave the starting flag. From there participants will drive to Reims, through the Black Forest, onto Switzerland and through Italy to Monaco. Murray Walker will be waiting in Monte Carlo to wave drivers across the finish line.  
[www.montecarloorbust.org](http://www.montecarloorbust.org) or call Alan, Sue or Melanie on 01442 879000.

17-19 September 2010  
**Goodwood Revival 2010**  
[www.goodwood.co.uk](http://www.goodwood.co.uk)

17-19 September 2010  
**FIA GT1 World Championship**  
Algarve, Portugal  
[www.gt1world.com](http://www.gt1world.com)

19 September 2010  
**Turweston Wings & Wheels**  
[www.turwestonflight.com](http://www.turwestonflight.com)

24-26 September 2010  
**Spa Six Hours**  
Spa Francorchamps, Belgium  
[www.roadbook.be](http://www.roadbook.be)

Saturday, 25 September 2010  
**Ace Drive-Out to Kop Hill Climb Centennial**  
Depart: Ace Cafe at 9 am. Route: A406 to A40 High Wycombe, A4010 to Princes Risborough. The Kop Hill Climb, near Princes Risborough, Buckinghamshire, started in 1910, was one of the most popular speed hill

### September 2010

climbs in the country for motorcycles and motorcars until 1925 when, as a result of an accident on the hill, all racing on public roads in Britain was banned. However last year's revival propelled it into one of the "must attend" events on the motorsport calendar, so with the Centenary coming up in September, Ace Cafe London has organised a drive out to the event to commemorate its exciting past. For more info: [www.kophilclimb.org.uk](http://www.kophilclimb.org.uk)

26 September 2010  
**Singapore Grand Prix**  
Singapore

### October 2010

10 October 2010  
**Japanese Grand Prix**  
Suzuka

15-17 October 2010  
**Autumn Meeting**  
Peckforton, Cheshire  
Contact: Simon Edwards,  
[simonedwards1@tiscali.co.uk](mailto:simonedwards1@tiscali.co.uk)

24 October 2010  
**Korean Grand Prix**  
Yeongam

### November 2010

5-7 November 2010  
**FIA GT1 World Championship**  
Durban, South Africa  
[www.gt1world.com](http://www.gt1world.com)

7 November 2010  
**Brazilian Grand Prix**  
Sao Paulo

12-14 November 2010  
**Classic Motor Show NEC**  
Contacts: Peter Holmes,  
[ph.kerfield@tiscali.co.uk](mailto:ph.kerfield@tiscali.co.uk)  
Jim Hunt,  
[Jim.Hunt@SplishSplash.demon.co.uk](mailto:Jim.Hunt@SplishSplash.demon.co.uk)

14 November 2010  
**Abu Dhabi Grand Prix**  
Yas Marina Circuit

26-28 November 2010  
**FIA GT1 World Championship**  
Interlagos, Brazil  
[www.gt1world.com](http://www.gt1world.com)

### December 2010

3 December 2010  
**Maserati Club Christmas Dinner**  
Royal Garden Hotel, Kensington  
Contact: Gail Mosley,  
[gmosley@ashleyhouseplc.com](mailto:gmosley@ashleyhouseplc.com)

3-5 December 2010  
**FIA GT1 World Championship**  
San Luis, Argentina  
[www.gt1world.com](http://www.gt1world.com)

### Copy Dates

Editorial and advertisements for the Sept/Oct issue should be in by 1st September 2010

**Make contact**  
[newsletter@maseraticlub.co.uk](mailto:newsletter@maseraticlub.co.uk)

## Concours 2010



What do you think about this one then, chaps?

Photo: Dave Smith



Graham Wood receiving the Car of the Show award from James Humberstone

Photo: Dave Smith

With around 80 Maseratis attending the event this was the second best turnout ever for the Graypaul Maserati Club Concours at Stanford Hall. The Club's very special thanks go to Graypaul of Nottingham for their sponsorship of the event for the 7th consecutive year and to James Humberstone in particular for presenting the awards with Club President Alexander Fyshe, during the only downpour of the day. A full

report of the event will appear in **trident** but the Newsletter couldn't go to press without just a couple of pictures. The professional judges debated long and hard and eventually declared Graham Wood's 3200GT the overall winner and 'Car of the Show'. The 3200GT is used daily and although 10 years old it is in showroom condition and totally original.

## Highland Fling

### Maseratis at Castle Mey



Photo: Andrew Green

Just fancy Scotland keeping their warm and sunny weather a secret! We had heard about the stunning scenery, rare wildlife and good food but the warm - and sometimes hot - weather was a very pleasant surprise.

The Highland Fling - the Club's first motor touring holiday - was a resounding success and thanks go to Edwin and Pam Faulkner for organising such a splendid event. Every detail was taken care of by Pam and Edwin, which resulted in a very relaxing time for the other forty attendees. During the trip some of the group drove to Castle Mey, the Queen Mother's home on the north coast in Caithness, and were invited to pose for a photo shoot for the Castle's website, see <http://www.castleofmey.org.uk/castleofmeynews.cfm> Look out for the full account of this Club holiday in the next issue of **trident**.

### Overlooking Skye.



Photo: Dick Pole

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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](mailto:newsletter@maseraticlub.co.uk) Copy deadline for the Sept/Oct issue is 1st September 2010.



## Editor's intro



Well, so far this year on the social calendar we have had Vera's Lunch, the Cameron Millar Spring Meeting, the AGM, Concours and the Highland Fling car tour ... and we still have lots of Club events to look forward to. As I write, and although not strictly a Club event, there will be a few cars heading for France and the Classic Le Mans meeting. We then have the Silverstone Classic later this month, followed by the Summer Garden Party hosted by Jim Buss in Kent at the beginning of August. We can draw breath in September (unless you are off to the Swedish International that is) and then

it's the Autumn Meeting in Cheshire followed by the Classic Motor Show and then to round the year off very nicely, the Christmas Dinner. All in all, a pretty impressive diary for a relatively small Club and hopefully something in the schedule to appeal to all Club members. Items of particular interest in this issue of the Newsletter include Henry Pederzoli's concept for a Maserati Boot Sale – please get back to Henry to support him on this; and, if you are a QPV or GranTurismo driver then do read Jim Hunt's letter in Club News. There is a slightly new slant in the Anoraks Corner in that the questions this time have been compiled by ten individual contributors. If you fancy seeing your favourite Maserati brainteaser in print, then please email it to me ... with the correct, undisputable answer please!

**Enjoy your Maserati motoring.**

Mary Pole, newsletter@maseraticlub.co.uk

## The Chairman writes ...

The AGM was by coincidence attended by precisely the same number of members as last year. The Angel at Market Harborough did us proud and the general view is that we will be there again in 2011. The question session was lively and more comprehensive than usual and several new members were there to freshen proceedings. The meeting will be reported in the next edition of **trident**. On the Sunday everyone went to the Italian car day at Stanford Hall where the Club Concours had one of the largest assemblies of Maserati in recent times. The overall winner was the 3200GT of Jackie and Graham Woods – a car used every day in every way – congratulations to them both. Many think the 3200GT with its unique hockey stick (or boomerang if you prefer) rear lights is a certain classic with an appreciating future. Our thanks to Bill Jackson for his immaculate organisation and to Graypaul for the always superb marquee and catering and to the judges.

At the 2010 Christmas dinner Stephen Dowling generously donated nine days in his villa on the shore of Lago di Como to be auctioned for the Club. Happily Kay and I made the winning bid and recently shared our time there with Geoff (**trident** editor) and Maureen Lancaster and another friend. The villa is simply superb, one metre from the lake and

with an infinity pool that gives the impression of being in the lake. Our trip through France and Switzerland was great with excellent small hotels en-route. If the opportunity does come again get your bid in early, it is not to be missed. We did pick up on the fierce rains that hit Draguignan. Although the storms were spectacular at least our rain had a huge lake in which to lose itself, thankfully!

A little 3200GT story - overtaking three cars on a very open road in mine I was more than a little dismayed when the engine cut out completely! I contrived to get to a halt safely but made a few enemies in the process. The car did eventually re-start and limped along for another 10 miles or so before finally giving up leading to the first tow home in many, many years. Graypaul came to the rescue and collected the car. Their road test led to a similar failure and the crankshaft sensor was diagnosed as the problem. They returned the car and it has made the usual rocket trip to Goodwood festival since. The moral in the tale is to have the sensor replaced with every belt change, it costs £20! *More thanks due to Paul Ennis and the team at Graypaul.*

Brian Harris, Club Chairman, July 2010

## Anorak Quiz Answers (page 7)

1. None. 2. 450S. 3. The MCC (Maserati Corse Competizione). 4. End of 1988 with the 222, 422 and 430. 5. 6. Flat Strada (the Strada was known as Ritmo in Italy). 7. Ermanno Cozza and Franco Campana. 8. V12. 9. 0.46 miles 10. This is a nice story. At that time usually the chassis numbers were decided by one of the three Maserati brothers. Ernesto was really superstitious and when it was his turn to define the number 17 was used. Otherwise, when the turn was of Ettore or Bindo they did not consider superstitions so the number 17 was used.

## Who's who

### Committee

President: Alexander Fyshe  
 Vice-President: Bill Jackson, wj@williamjackson.co.uk  
 Chairman: Brian Harris, maseraticlub.uk@gmail.com  
 Secretary: Ken Painter, secretary@maseraticlub.co.uk  
 Treasurer: Dick Pole, treasurer@maseraticlub.co.uk  
 Trident editor: Geoff Lancaster, trident@maseraticlub.co.uk  
 Books, manuals & archive: Roger Epsztajn, regalia@maseraticlub.co.uk  
 Web liaison: Ken Painter, webliasion@maseraticlub.co.uk  
 Events co-ordinator: Michael O'Shea, events@maseraticlub.co.uk  
 Publishing: Andy Heywood, andy@classicmaseratis.co.uk  
 Racing news: Michael O'Shea, racingnews@maseraticlub.co.uk  
 Newsletter editor: Mary Pole, newsletter@maseraticlub.co.uk  
 International 2009 co-ordinator: Derek Mills, Goodwood2009@maseraticlub.co.uk



### Non-committee

Club Administrator: Dave Smith, admin@maseraticlub.co.uk  
 Web master: Enrico Pederzoli, webmaster@maseraticlub.co.uk  
 Back issues: Adam Painter, backissues@maseraticlub.co.uk  
 Maserati: Tony Willis  
 Newsletter design and printing: Amber

## Welcome to the Club

Membership on 27 June 2010 stood at **611**; this time last year the figure was **601**.

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

Name	Membership Number	Area	Car
Deborah Parfitt	4630	London	3200GT
Brendan Delaney	4647	Dublin	-
Bryan Rankin	4648	Edinburgh	-
Tim Andrews	4650	Oxfordshire	GranTurismo S
Shamala Gopal	4651	London	-
Roger Evans	4652	Gloucester	-
Simon Wade	4654	Colchester	-
Simon Greaves	4655	Hertfordshire	-
Steve Hudson	4656	Hampshire	Q'porte Mk 5
Paul Rogers	4657	Stratford on Avon	Spyder

### Welcome to the club.

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

## Silverstone Classic 2010



With over 700 historic racecars and 4,000 classic cars on display, the Silverstone Classic is set to be another great event. This year Maserati GB is Silverstone Classic's 2010 Celebration Marque and one of the title sponsors of the whole event. Maserati will be supplying the course cars and there will be a track parade for cars from the Club stand on Sunday! **See the Club's website for full details of this fabulous weekend.**

## A Great Day out for Italian Car and Bike enthusiasts



Hopetoun House

Sunday, 15 August 2010, Hopetoun House

For the second successive year, the only event in Scotland bringing together Italian cars and bikes in the setting of the country's finest stately home. Situated on the outskirts of Edinburgh, come and see your favourite Italian automobiles.

For the 2010 event we will be having a special Gandini/Bertone display to include: Lamborghini Countach/Diablo/Espada/Jarama/Miura, Ferrari 308GT4, Fiat X1/9, Alfa Romeo Montreal, Maserati Khamsin and other Italian cars that he designed. If you own one of the cars designed by him then please get in touch with event organizer, Paul Santoni. Come and enjoy club displays, trade stands, Italian themed food and drink as well as exploring the grounds of Hopetoun and the house (for a small additional cost). **Paul Santoni, psantoni@btinternet.com**

## Swedish International

Båstad, Sweden  
 2-5 September 2010

Roger Epsztajn tells us that Thomas Wolf (the Swedish organiser) is nearly at his desired target of 50 cars for the Swedish International. However he can accommodate up to 70 cars so those of you still not booked, something for you to do soon! Roger is the liaison for our Club members going to the Swedish International. This way we shall have a central information pool. He is compiling a list of UK Club members that are going, which routes and for how long. This may also assist those entrants that wish to travel in small groups.

Roger is in regular contact with Thomas so may also be able to help out if there are problems arising. Thomas is already claiming that this will be the first Swedish Gourmet Maserati International Rally! Details of the rally can be seen on our Club website at [www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

### Please let Roger know:

If you have already confirmed (or think you have) with the Swedish Club that you will be attending; If you are considering attending; If you are on the verge of considering attending (and just need tipping!).

Please let him know also: which dates you think you will use for your journey; which route you think you might take; which car (especially classic or modern) you think you might take; whether you have already decided to journey together with another entrant.

**Roger Epsztajn, roger@epsztajn.co.uk**



## Summer Garden Party

Dering Arms, Pluckley  
 Sunday, 1 August, from 12 noon

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](mailto:info@deringarms.com) or phone 01233 840371. Address: The Dering Arms, The Grove, Pluckley, Kent, TN27 0RR.



Dering Arms

## Autumn Meeting

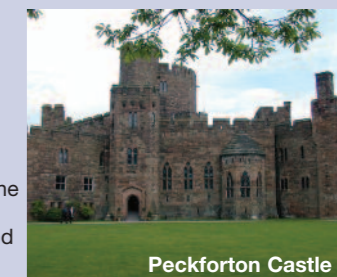
Peckforton Castle, Cheshire  
 15-17 October 2010

If you haven't already done so, get your booking form posted for this year's Autumn Meeting, which will take place at Peckforton Castle in Cheshire. The 30 rooms Simon originally booked are now filled but he has managed to get a further 8 rooms. These are superior rooms and will cost an additional £30 per head.

The price for these 8 remaining rooms therefore is £285 pp based on two people sharing a double or twin room. A deposit of £100 pp is payable on booking and the balance will be due in early September. The booking form is available from the Club's website: [www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

Peckforton is well located for some great roads in the Marches and North Wales. The hotel is spectacular; a mid-19th century replica of a medieval castle perched on a ridge overlooking Cheshire. See [www.peckfortoncastle.co.uk](http://www.peckfortoncastle.co.uk)

**Simon Edwards, simonedwards1@tiscali.co.uk**



Peckforton Castle

## Classic Motor Show

NEC, Birmingham  
 12-14 November 2010

Plans for the Club's stand at the Classic Motor Show in Birmingham are taking shape nicely and, even by Maserati standards, it will be a spectacular display. Tickets for this event are available at special rates for Club members – **see the full page advert in this issue of the Newsletter for full details.**

## Christmas Dinner

Royal Garden Hotel, Kensington  
 Friday, 3 December 2010

I wish you all a very happy summer, and yet incredibly, I am asking you to give some thought, as you travel to your holiday destination, to our Christmas event! We are intending to repeat the 'Silent Auction' again at the 2010 Maserati Christmas Dinner.

Last year's auction was an amazing success as a result of the very generous 'lots' donated by members who 'gave' the use of a stunning lakeside villa in Italy, a house in St Lucia and a charming cottage in the Dordogne as well as the opportunity to 'own' the very latest Maserati for a weekend. Many of the successful bidders have already enjoyed the benefit of their successful bids; others have the pleasure to come! Would anyone be willing to offer an exciting opportunity, event, use of a holiday house, villa, chalet, boat, which is not normally available, for this year's event? I would be very grateful if you could give it some thought, and I would be very pleased to hear from you!

**A booking form for the Christmas Dinner will appear in the next issue of the Newsletter. Meanwhile make a note of the date in your diary. Gail Mosley, GMosley@ashleyhouseplc.com**



## Maserati Boot Sale

The idea of a 'Maserati Boot Sale' has been suggested to the committee. A form of car boot sale selling only Maserati related, or possibly other motoring related, items and automobilia; mechanical parts, body parts, tools, manuals, books, brochures, models, Maserati memorabilia, perhaps those early unwanted copies of Trident, you could even bring along that Maserati you're thinking of selling!

An event where members could bring along Maserati parts that they have long been waiting to get rid of ... sorry, I meant wish to sell on to fellow members, as they are no longer required.

The Club is looking for an appropriate location in Central England, as this would be the fairest site. So, if any member knows of a suitable venue, I would be delighted to hear from them.

As we all know, the success of any Club event depends on the support of its members, and for this reason the committee would like to know how much interest there would be in such an event.

Members interested in attending such an event, be it for selling or buying, should contact me. Thank you, Henry.

Henry Pederzoli, [webmaster@maseraticlub.co.uk](mailto:webmaster@maseraticlub.co.uk)

## A Concours 'thank you'



John and I would like to record our thanks to Bill and his team for organising the Concours. Even without our two awards the day was excellent - please pass on a hearty 'well done' to all who made the day possible. I hope the photo reflects how pleased we both were to receive the awards.

Kind regards, Julie Day

## Maserati Club website

[www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

Dear Members, Just a quick line to remind you all that our web site has a Members' Gallery. A gallery that contains a photo and partial details (model, year and chassis number) of our members' Maseratis. I would like to take this opportunity to thank those members who have already supported our gallery.

If you want to add your support, please send a photo and details to [webmaster@maseraticlub.co.uk](mailto:webmaster@maseraticlub.co.uk)  
Thank you, Henry Pederzoli

## Unexpected 'Optional Extra'

I hadn't used my Quattroporte (QPV) during the winter months. It over-wintered in a dry garage. During April I decided to book it in for its annual service and first MOT, so took off the cover and went into the boot where, under the floor cover, I keep the service book etcetera in its smart blue leather folder. To my surprise the leather had mould growing on it. The garage is not heated, nor dehumidified, but it is of fairly recent construction and very dry, especially the floor, which was laid with a damp-proof membrane. I thought no more of it until a couple of weeks later when I had need to delve into the lower boot level. I should explain that the car is not equipped with a spare wheel. Where a space-saver would normally go is additional under floor space divided into upper and lower levels by a board. The service book folder was in the upper level area with other stuff. In the lower boot level I keep things that are seldom if ever used, like the air compressor/puncture kit, warning triangle, etc.

The floor of the lower boot level is not flat, it is angled towards the front of the car and has a 2 to 3 inch depression on the offside in which the air compressor kit comfortably sits. The depression was full of fetid water. Everything in the lower level was wet/saturated, including the stuck down felt covering. I took everything out (which I managed to dry out without any loss, only discolouration and wrinkling), and sponged up more than a pint of foul liquid that had additionally built up under the felt covering. It took about 10 days of leaving the boot lid open for the felt/floor to dry completely.

On discovering the water I called the dealer (with whom I had booked the service/MOT) and explained the problem. I said I could not understand how the water could have got there since I was not aware of any fluid lines anywhere in the vicinity, and the boot lid seals well. "Oh", said the dealer, "it's a common fault with Quattroportes, also with GranTurismos. The 'spare wheel' area under the boot floor is a sort of deep tray insert and the factory often fits it without a seal, which means water floods in when the car is driven in rain. The fix is to cut through the felt and cut out the tray, apply some sealant and screw the tray insert down around its rim." Which is what they did during the service.

No one, of course, explained why this wasn't a standard recall item, or service item. And there was no apology. The water ingress in my case could have been more than a year earlier, which would explain the mould and the fetidness of the water. So, QPV and GranTurismo owners, be warned, and keep an eye out for a swimming pool in your boot!

Jim Hunt

## Motors live at MIRA

11-12 September 2010

MIRA is a top secret proving ground and has a host of great circuits and test tracks that will be open to the public for the very first time on 11 and 12 September. So if you're looking for something exciting that you can engage with then this may be for you.

**Experiences will include: Wet Handling Circuit, Rally Stages, Off Road, Straight Line Wet Grip, High Speed Circuit, Drag Mile, Extreme Off Road, Ride and Handling and Skid Pan.**  
For full details visit [www.motorsliveatmira.org](http://www.motorsliveatmira.org)

## From our Foreign Correspondent

### Maserati vs Ferrari



A joint Ferrari-Maserati event in Monferrato near Asti (Piedmont) took place on 9 May, which saw a good turnout of cars of the Trident, although the overall event was organised and sponsored by the local Ferrari chapter. The star of the show was a Ferrari Enzo (kitted with the front spoiler of the FXX). The event included two track sessions that saw the best time posted by a ... F355? F360? Nope. A F360? Nope. A F430? Nope.

A GranSport! Mr Comunian in his black GranSport was over 1" faster than the next participant with a F430. Last place on the podium went to another Ferrari F430.

### Second Memorial Colabella



The weekend of 8-9 May saw the Scuderia San Giorgio (Italy's oldest classic car club) and Scuderia del Tridente organise a joint event in Ferrara, dedicated to the memory of Onofrio Colabella. Mr Colabella was the former president of Scuderia San Giorgio and a racing driver. The Biturbo Club Italia supported the event and a total of 40 Maseratis participated in the two days of cultural visits, track running and parades.

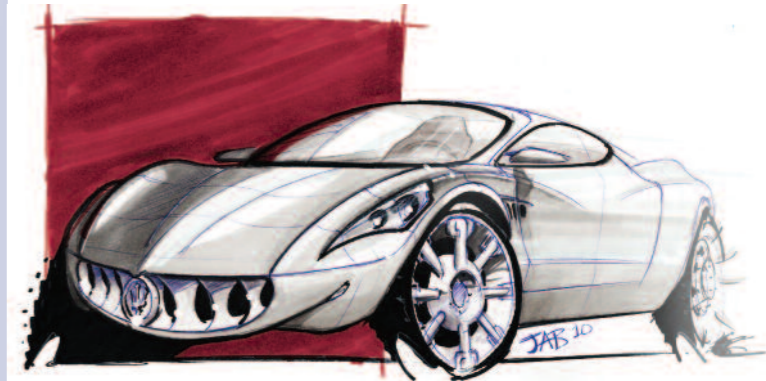
### Biturbo Festa



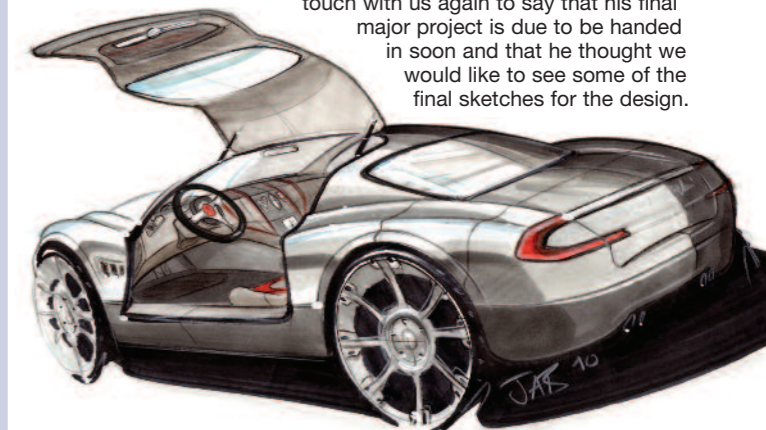
Last year, the Japanese Maseratisti organised two separate events dedicated to the Biturbo-era Ghibli and the Shamal respectively. However, they decided this year to hold a joint meet to celebrate the whole Biturbo generation. Several twin-turbo Maseratis gathered on Sunday 16 May at the Nippondaira Hotel, in Shizuoka, with glorious sunshine welcoming all participants to a wonderful day.  
More details at: <http://biturbo-festa.com/>

## University project

Regular Newsletter readers may remember a request for help from student James Burnell. James, who is studying Transportation Design at Northumbria University, first contacted us last November asking for input from Club members for his project, which is focused on the marque Maserati.



With reference to both modern and classic cars, James wanted to know from Club members why they bought one; how it feels to own and drive; what the marque means to them; how they feel about the history of Maserati; what they think about the modern brand; what they would like to see in the near future from the brand. Club members contacted him with their thoughts and James has just been in touch with us again to say that his final major project is due to be handed in soon and that he thought we would like to see some of the final sketches for the design.



## Deadline extended for entries to Classic Car of the Year

There's still time to get your entry in for this year's Classic Car of the Year competition as, at the request of classic car clubs, the deadline for entries has been extended. With classic car clubs attending numerous events, entrants asked for extra time to submit their details and the organisers are happy to oblige to ensure they get the best cross section of vehicles entered. Postal entries now have until 23 July while those entering online have until 31 July.

So far, more than 300 enthusiasts have entered their cars into the competition organised in association with Lancaster Insurance and backed by Classic Car Weekly, Classic Cars and Practical Classics magazines. An expert judging panel will review entries and shortlist 10 cars from each category, but the winner is decided by a public vote and will be revealed at this year's Classic Motor Show in November, and will receive a prize worth £3500.

Entrants can choose from six categories - Pre-war, Forties, Fifties, Sixties, Seventies and Eighties - that cover the classic period, and enthusiasts can enter as many of their cars as they wish.  
**Classic car owners can enter via the competition website ([www.ccoty.co.uk](http://www.ccoty.co.uk)) or by sending details of the car, a brief history, full contact details and up to three images to Classic Car of the Year, Media House, Lynchwood, Peterborough, PE2 6EA.**



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Classic Motor Show tickets also allow FREE entry into The Classic Bike Show AND the MPH Show (excludes Top Gear Live Theatre). Offer applies to Sat 13th/Sun 14th November 2010 only. Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. Club Single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £37.00 off the Sat/ Sun door price compared to buying individually! Offer applies to advance bookings only. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

## Maserati A6GCS/53 wins Coppa d'Oro at Concorso d'Eleganza Villa d'Este

This Maserati A6GCS/53 Frua Spyder won the 'Coppa d'Oro' at the 2010 Concorso d'Eleganza Villa. It received the 'Best in Show by Public Referendum'



for both its beauty and the fabulous restoration that had literally been completed days before the event. Originally completed in 1956, this particular A6 was a little more special than most other Maserati road cars built in that period. It was one of only a handful of examples built on the competition A6GCS chassis, which featured a slightly lower mounted engine. Maserati's dealer in Rome, Guglielmo Dei, commissioned seven; four of which were clothed by Pinin Farina and the other three by Frua with Spyder bodies. The Villa d'Este winning car was the very last of these and did not actually find an owner until the end of the decade. It has since been in American ownership and has only changed hands on very few occasions. The current owner, Maserati collector John F. Bookout, acquired it in 2002. The recent restoration in Italy was supervised by Maserati authority Adolfo Orsi and took well over a year. Sadly the proud owner could not accept the Coppa d'Oro in person as he was left stranded on the wrong side of the Atlantic due to the volcanic ash clouds.

## Drunk driver

Police clocked US motorist Joseph Carbone driving his Maserati at 113 miles an hour on the Long Island Expressway, but the Long Island resident insists they're wrong: **he was going faster.** When the police pulled Carbone's \$80,000 Maserati over, the driver told them to check their radar equipment because he was really going 135 miles an hour. And as if that wasn't bad enough, Carbone proceeded to tell the officer that he had been drinking.

## Go Motorsport.tv

The MSA has launched a new online service called **GoMotorsport.tv**. GoMotorsport.tv is designed to provide a YouTube-type service for the motor sport community, allowing MSA clubs to upload video footage free of charge and providing each club with its own customisable home page. It is anticipated that the service will become a showcase for the best of grass-roots motor sport around the country and provide an important outlet to show people that there is much more to motor sport than simply Formula 1. GoMotorsport.tv is provided completely free of charge for use by all MSA clubs. If you would like to register to use the service, or just require more information, please contact the **MSA Communications Department on 01753 765005 or by email tv@msauk.org.**

## Goodwood Festival of Speed

The 150,000 spectators at the Goodwood Festival of Speed were treated to a special sight when over thirty supercars kicked off the 2010 Goodwood Festival of Speed. Among them were the Trident Marque's two latest additions: the GranTurismo S MC Sport Line and the all new GranCabrio.

The Maserati GranCabrio and GranTurismo S are priced in the UK starting from £96,175 and £90,455.

## 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. How many outright victories did Maserati achieve in 1952?
2. What car did Stirling Moss and Jean Behra drive in the 1957 Swedish Grand Prix?
3. What was the MC12 originally called?
4. When did Maserati drop the commercial name 'Biturbo' from their range?
5. How many track rod ends on an injection Biturbo?
6. From which other car was the infamous Biturbo fuse box sourced?
7. Who is in the technical committee of the Maserati Club?
8. What other engine configuration was fitted to the 250F apart from the straight six?
9. What is the difference in the length between the Silverstone Historic Grand Prix Circuit and the Silverstone Grand Prix Circuit?
10. The Maserati factory seldom used a chassis number ending in 17 before the war, so why did they make a 4CS chassis number 1517?

## FIA GT1 World Championship

Maserati dominated the FIA GT1 World Championship and the GT4 European Cup races at the Paul Ricard circuit in France. The first to go under the chequered flag in the fourth round of the GT1 World Championship were Andrea Bertolini and Michael Bartels. With Vitaphone Racing Team's Maserati MC12 no. 1, they got it all: a pole position, a victory in Saturday's Qualifying Race, a victory in Sunday's Championship Race and first place in the Drivers' classification.



There was also great satisfaction on the part of Triple H Team Hegersport for the result obtained by Heger/Margaritis at the wheel of Maserati MC12 no. 33. After an eighth place at the starting line, the duo obtained the third step on the podium. Bobbi/Longin's no. 34 reached eleventh place.

Vitaphone Racing Team's no. 2, driven by Bernoldi/Ramos, was unfortunate. It was forced to leave the race after contact with Piccini's Corvette while the Brazilian was defending a second position.

The next FIA GT1 World Championship round will be held at Spa (Belgium) on 31 July.



GranCabrio



GranTurismo S



## Olde England



We are a delightfully sentimental nation and we love to turn the clock back, whether we are re-commissioning old racing cars and returning them to race circuits or re-commissioning old circuits for the enjoyment of racing cars. I refer to the Crystal Palace circuit which, although it no longer exists in its entirety since it was closed in 1973, some of the track remains. In particular, a tight section of the old circuit through magnificent parklands demanding absolute precision past high kerbs and trees. In May this year it re-opened for a weekend of Sprint Racing and it is hoped that it will become an annual event.



If you are not familiar with the history of this South London circuit the first race was held at Crystal Palace in 1928 and competition in some form continued until 1973. The first formal meeting organised by the Road Racing Club was held in April 1937 with one of the main events being the Coronation Trophy, with 20 cars entered. There were two heats and a final. Maserati distinguished themselves with Charlie Brackenburgh in his 4CM coming second in the first heat and Robin Hanson in his 6CM coming third in the final heat. Years later, Mike Hawthorn made his racing debut at the Palace, borrowing Stirling Moss's 250F. He won, setting a new lap record at the same time.

Various clubs over the years have organised racing meetings at Crystal Palace, including the Thames Estuary Automobile Club, the Aston Martin Owners' Club, the BARC and the British Racing and Sports Car Club. Over the last 4 years Sevenoaks and District Motor Club have made a large investment in both time and money to bring part of the old circuit

back into use and in May they organised the first sprint for cars of any vintage (the oldest 1903) competing in heats based upon the age of the car. The name of Maserati was again represented in this inaugural meeting by a car that Michael Brogan built in 1964 with the engine and running gear from a damaged Quattroporte. Michael named the car the Monza Special and has regularly raced it at the Goodwood Easter Monday sprint and the Brighton National Speed Trials - he is the past winner of the Southern FM Trophy.

## Grand Prix Historique de Monaco

It is well worth saying some more about the seventh running of this very prestigious event. Apparently it is customary that scrutineering is a lottery, and this year some of the 1970s Grand Prix cars caught the scrutineers attention with their original aluminium rollover hoops and were threatened with exclusion unless they were replaced with steel ones before the race. No refunds were offered for non-compliance and with an entry fee of £4,000 per car plus the cost of transportation, mechanics, hotels, flights, etc., this put a strain on the 'entente cordiale'. In contrast, Lord March has again dropped the entry fee entirely for the Goodwood Revival and drivers are selected by personal invitation. Commentator and journalist, Marcus Pye, wrote that there was some woeful driving at the Grand Prix Historique de Monaco despite it being a prestigious showcase event. Several drivers, with no previous experience of racing 500 bhp single seater Formula 1 cars, or anything similar, were accepted by the Monaco Committee. Whilst some drivers were so slow in qualifying that they were not permitted to race, the carnage over the weekend should be a wake-up call to all organisers that safety is more important than money. Some of the repair bills could be ten times the cost of the entry fee and in one instant a back marker moved into the path of one of the race leaders and caused a serious accident in which the driver jumped and hit the slower driver.



## Maserati 3011



There are few cars which have a whole book dedicated to them but this is one of them. We saw the car race at the Revival a couple of years ago after Chris Jaques acquired the car, being driven by Rob Newell. Since then, the car has been stripped back to the chassis and is now being rebuilt for this year's Revival. Chris has agreed to lend it to the Maserati Club for display at the NEC in November. During the course of the restoration, Chris has found out a tremendous amount over and above the Jenks book and has even traced and obtained the original sidepods which were fitted to the car when it raced in international events to meet the width regulations of the time. These were painted on the outside in the pale blue of the post-war years but by removing a plate covering the brake hole on the offside pod, he had exposed the original much darker blue of pre-war days. This has been carefully matched and the car you will see later this year will, for the first time in over seventy years, be in its original colour scheme. We wish you well, Chris, and hope the rest of the restoration goes well.

## Silverstone International Trophy



Records are there to be broken and the 550 competitors who turned out for the Historic Sports Car Club's International two-day meeting formed the largest entry in the Club's 44 year history. Run on the 3.1 mile Bridge circuit as a dress rehearsal for the Silverstone Classic in preference to the Formula 1 Grand Prix circuit, the event hosted thirteen grids, including the Motor Racing Legends' Inaugural Sir Stirling Moss Trophy race which was won by Alan and Jason Minshaw in their Tipo 61 Birdcage against a 37 car field. Our congratulations to the Minshaws on their win and to Alan Minshaw, who celebrated his 75th birthday on the following day.

## The Italian Historic Car Cup



The inaugural round of this all-Italian racing sportscar series was held at the fabulous Monza circuit near Milan. Two days of glorious sunshine with our marque being represented by Carlo Vogele in his fabulous black Tipo 61 Birdcage, Tony Smith in his 300S, Wolfi Zweifler in his 200SI and my car, which has now been rechristened a Maserati Cooper, to fit in with the Italian theme! The first race was won by Martin Stretton in Abarth Osella and the second race by Carlos Monteverde in a Ferrari 512S.

In the first race, Carlo was the fastest of the Maseratis, finishing 4th overall in his Birdcage with a superb drive against seven Ferraris and many other cars from the pre-1972 era. Regrettably, in the second race, he was hit going into the first chicane and had to retire. The starting grid was reduced by some six cars due to various problems prior to qualifying, from a broken leg to a broken gearbox. We look forward to the second round, which will be a 75 minute 2-driver race starting at 18.45 on the Saturday night of the Silverstone Classic. I will be driving with Roberto Giordanelli and we hope you will postpone your dinner until after the chequered flag.

## Sir Stirling Moss Competition

Congratulations to Jerry Hutton, possibly the only reader of the Racing News, for knowing that the black and white photograph in the last issue was of the Maserati 450S Berlinetta, designed by Costin, known as Le Monstre and raced at Le Mans in 1957 by Sir Stirling and Harry Schell.



Finally, please keep sending your pictures and stories for the next edition.

Michael O'Shea,  
racingnews@maseraticlub.co.uk,  
Tel: 0207 419 6264





## Advertising Rates

Text is unlimited and free to all members.  
Text with a photograph @ £10.00 for members.  
Text with/without a photograph @ £15.00 for non-members.  
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 & 11 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**



Concours 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 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

### Wanted

#### GranSport

Looking for a good spec car on sensible mileage. Located in SW London. Please contact David on dg.0973@googlemail.com

#### Khamsin

Khamsin wanted, by collector. RHD or LHD. All propositions politely considered. 07968 094741

### Maserati Biturbo Spyder Zagato



Manufactured in 1991 in Modena, imported to UK in 1992 but only registered in 1996. One of the last. This car has covered only 30,500 miles. Black with light grey interior with SE body kit, wheels etc. Lots of extras. 2.8 litre 3 valve twin turbo V6 giving about 245 BHP. Car has a full Maserati service history and is probably one of the best in Maserati Club. This well known car is only being sold as I am buying another Maserati. Must go to a good home! £14999.00 Contact Paul Clayton (Banbury) 07836 626838 or 01295 780637 or email annie.1@virgin.net

### GranTurismo mouse



Is it a model or is it a mouse? Officially licensed by Maserati, this GranTurismo is a wireless optical mouse, which you can drive around your desk! PC or Mac compatible, plug in and play, switch lights on or off, recharging dock included. RSP £34.99 with delivery discount to Maserati club members. Visit [www.gearboxgifts.com](http://www.gearboxgifts.com) and enter coupon code: targaf0r0

### 1991 2.8 Zagato Spyder IE

Right hand drive. 4 speed ZF automatic. First registered in Jersey until 1997. UK registered 6/08/1997 (J plate). Arctic white, black hood, pale blue leather and alcantara interior. Bird's eye maple wood trim. No rust, paint A1, full respray about 5 years ago. Non catalytic convertor stainless steel exhaust system. MOT until 30/3/2011. Mileage 72,000. Good service history from Meridien Modena and Autosshield. During my 2 and a 1/2 years ownership crankshaft and cam sensors, all relays and fuses, battery, starter motor, brake master cylinder, rear brake calliper and brake master cylinder have been renewed. Full details and many photographs on the club website. Price £9,450.00. For further details please contact Simon at [leesmline@aol.com](mailto:leesmline@aol.com) or telephone 01886853294.

### Maserati 1960s woodrim steering wheels

1 off Sebring steering wheel and 1 off Mistral steering wheel. Please contact David Keeling on 01604 891669 (South Northants) or email [lornakeeling25@yahoo.co.uk](mailto:lornakeeling25@yahoo.co.uk) for further details.

### Maserati Mistral 1965



New paint, chrome, radiators, tyres. Needs finishing. Offers to John Wood, 01323 893178. Sussex.

### Maserati Merak 1976 (not an S)



I unfortunately have had to decide to sell my beautiful Merak. This car has to be seen to be appreciated. With its sharp lines and flying buttresses it is often said by experts to be one of the car design masterpieces of its generation - with looks that even today are sleek and modern. The stunning Giugiaro shape looks sharp and purposeful. This is one of very few RHD models made. I bought the car in running shape (test drove it) though was unable to get an MOT due to a faulty turn signal. A new replacement (part is purchased) arm needs to be installed plus the wiring checked and repaired (the right front blinker is the one that is out). When I bought the car I had put in an offer on a new home which had plenty of indoor parking and thought I would be able to work on the car myself as time allowed. However, I was gazumped and lost out on that property. As such I have been storing the car in a parking garage while looking for another place. In the meantime, it is likely I will be relocating back to Switzerland, where the RHD would not be so desirable. The car is a project, but for someone interested in working on a car (or having it professionally restored), this is a cheap way of getting your hands on a true Italian supercar. I will shortly also be listing the car on eBay. My Merak was last road registered in 2005. I purchased the car in 2006. Please feel free to call me on: 07816-777788

### Number plates

Maserati related number plates held on V750 retention form.  
**MA53 RVB [MASER V8]**  
**MA53 RCC [MASER Cambio Corsa]**  
**MA53R SP [MASER Spyder]**

All plates now priced to sell at £600 each. Please note that I am based in Australia but this is a genuine sale since my Silver Merak SS that features in the Maserati website gallery is now also based here (and needs welding work). Please email me for more details: [julian.quincey@hsv.com.au](mailto:julian.quincey@hsv.com.au)

### Maserati Khamsin



Car No 409 of 430 made. First registered 15 June 1979. Designed as a replacement for the legendary 170 mph Ghibli, the beautiful sweeping lines of the Khamsin came from Carrozzeria Bertone. Launched in 1974, this sleek coupe with several unique and distinctive design features is equipped with the 4.9 litre double-overhead camshaft V8 Maserati engine of racing heritage linked to a 5-speed ZF gearbox. Performance was over 170 mph. The Khamsin (named after a desert wind) was equipped with every modern feature then available for luxury cars including: electric windows and aerial, heated rear screen, air conditioning, variable speed wipers, all round independent suspension, hydraulically actuated disc brakes, clutch, headlights and driver's seat height adjustment. The Khamsin is fitted with beautiful Campagnolo alloy wheels. I have owned Car No 409 for four years and have overseen its re-commissioning from a restoration in the late 1990s and the subject of a feature article in Auto Italia (January 2000). There is a history file stretching back into the mid 1990s with bills for £25,000 worth of mechanical work alone. During my ownership the car has covered only 3000 kms. The oil (GTX) was last changed a year ago since when the car has covered less than 500 kms.

The bodywork is in excellent overall condition with correct lines and is free from irritating minor dents. The yellow is a metallic tint and really has to be seen to be fully appreciated. Chrome and brightwork is all excellent. The interior is beautifully finished in beige leather and in very good condition, free of tears or marks and with dark brown carpets. There is an expensive modern Radio and CD player. The dashboard has been recovered (at great expense!) in brown Alcantara and looks superb. Mechanically, all systems are working correctly and there is a stainless steel exhaust system. Recent work on the car has included improved under bonnet engine bay detailing and overhaul of the hydraulic system. Khamsins rarely come on to the market so pricing is difficult. Last year an ex museum car sold for £70k, another with poorer interior than mine sold for over £30k. This is on the verge of a concours car but is ideal for fast regular luxury motoring. The car will be supplied with a new MOT (due to expire 30 July), handbook, parts manual and other material relating to the model and its provenance. Realistically priced at £27,995.

The car can be viewed at the Silverstone Classic weekend (23-25 July) or by appointment in the Hertfordshire area. Call Stephen on 07970 900126.

### Copy Dates

Editorial and advertisements for the Sept/Oct issue should be in by 1st September 2010

## Maserati Literature

Postage and packing is included ( to UK addresses only). The small price rises reflect the increase in Royal Mail costs.

### Archivio Maserati

Regalia pulls it off again! We have sourced another copy of this collection of facsimile documents, catalogues & drawings. **Just the one**

£150.00



### Maserati, The Road Cars 1981 - 1997 - NEW lower price

By John Price Williams. A very useful history/study of all the Biturbo variants. Includes p&p.

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### Birdcage to Supercage

Willem Oosthoek's definitive story of the mid-engined Birdcage sports racers. Though expensive it is worth every penny with details of all their outings giving a fabulous insight into racing in the early 60s.

£48.00



Back in stock, almost 1/2 price

### Italian Racing Red

Another grippingly good read from Karl Ludvigsen telling the story of all the famous and not so famous Italian motor racing teams with Maserati, Alfa and Ferrari to the fore.

£27.00



### Maserati 300S

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 Cars 1957 - 1970

A Brooklands portfolio compilation of articles on road cars. Cover photos by our own Dave Smith. Paperback.

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### Maserati Cars, Ultimate Portfolio 1999 - 2007

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### Maserati, the Grand Prix, Sports & GT cars 1926-2003

Maurizio Tabucchi. The very latest history book available with detailed pages on every car (and even the vans) produced by Maserati. A fantastic book.

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### Red-Hot Rivals, Ferrari vs Maserati

Karl Ludvigsen chronicles the drama, personalities, crises and casualties of this famous home-town rivalry, 336 pages & 425 illustrations A grippingly good read!

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William Oosthoek's fantastically detailed prequel to his Birdcage to Supercage book. Full of pictures, many never before published with detailed race histories, driver histories and chassis no. histories.

£98.00

NEW LINE



## Maserati Regalia

As a service to members, the Club offers books, manuals and parts catalogues via the Club's website: [www.maseraticlub.co.uk](http://www.maseraticlub.co.uk).

For Maserati Regalia, including clothing, gifts and accessories, please visit the factory store at [www.maseratistore.com](http://www.maseratistore.com).

Post your order to: Maserati Club, C/O 20 Church Street, Chiswick, London W4 2PH enclosing a cheque made payable to "The Maserati Club".

Postage and packing is included to UK addresses only. For other destinations or any other queries contact Roger Epsztajn: email: [regalia@maseraticlub.co.uk](mailto:regalia@maseraticlub.co.uk) Tel / Fax: 020 8995 9995

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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](mailto:newsletter@maseraticlub.co.uk)

Copy deadline for the Sept/Oct issue is 1st September 2010.



# HISCOX

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