



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



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

September 2010

24-26 September 2010
Spa Six Hours
Spa Francorchamps, Belgium
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 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.kophillclimb.org.uk

26 September 2010
Singapore Grand Prix
Singapore

October 2010

1 Oct 2010
H&H Motorcar and Motorcycle Auction
Buxton
www.handh.co.uk

2-3 October 2010
See Red Vintage and Historic Festival
Donington Park
www.vsc.co.uk

9 October 2010
HSCC Historic Car Races Silverstone
www.hsc.org.uk

10 October 2010
Japanese Grand Prix
Suzuka

15-17 October 2010
Autumn Meeting
Peckforton, Cheshire
Contact: Simon Edwards,
simonedwards1@tiscali.co.uk

17 October 2010
GT4 European Cup
Magny Cours
www.gt4cup.com

21-22 October 2010
H&H Motorcar and Motorcycle Auction
Haynes Motor Museum, Somerset
www.handh.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

6-7 November 2010
London to Brighton Veteran Car Run
www.lbvcr.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
Jim Hunt,
Jim.Hunt@SplishSplash.demon.co.uk

14 November 2010
Abu Dhabi Grand Prix
Yas Marina Circuit

15 November 2010
The Beaujolais Run
www.beaujolaisrun.com

26-28 November 2010
FIA GT1 World Championship
Interlagos, Brazil
www.gt1world.com

December 2010

3 December 2010
Maserati Club Christmas Dinner
Royal Garden Hotel, Kensington
Contact: Gail Mosley,
gmosley@ashleyhouseplc.com

3-5 December 2010
FIA GT1 World Championship
San Luis, Argentina
www.gt1world.com

2011

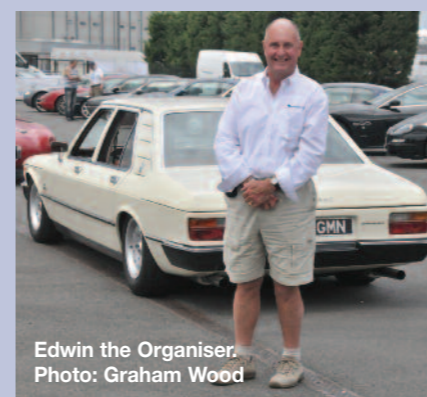
29 April to 1 May 2011
Cameron Millar Spring Meeting
The Purbecks, Dorset
Contact: Graham and Jacky Wood:
the_woods@tiscali.co.uk

1-4 June 2011
Three Castles Welsh Classic Trial
www.three-castles.co.uk

22-24 July 2011
Silverstone Classic 2011
www.silverstoneclassic.com

22-25 September 2011
International Maserati Meeting, Austria
Seefeld/Innsbruck/Tyrol
www.maserati-club-austria.at/maseratitreffen2011

Silverstone Classic 2010



Edwin the Organiser.
Photo: Graham Wood



Silverstone Photo: Dave Smith



Silverstone Photo: Dave Smith

Thousands of fans enjoyed three days of action at the Silverstone Classic 2010 (apparently the world's biggest classic racing festival) in July, with visitor numbers up 10% over the previous event to 73,000. More than 1,000 drivers took to the track across 22 races, headed by Sir Stirling Moss who made a glorious return to racing after recovering from injuries suffered in a fall in March.

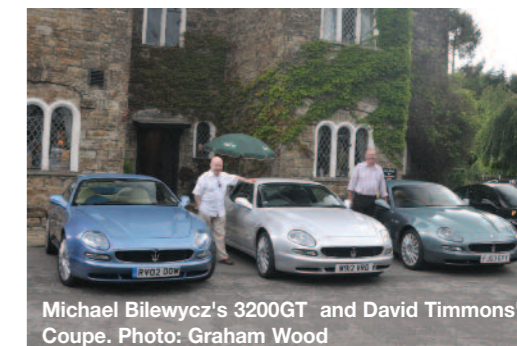
A full and detailed account of the Club's involvement at the Silverstone Classic will appear in trident but this issue of the Newsletter could not go to press without a few pictures and a few words of praise for a really great motor sport weekend. Thanks go to Edwin Faulkner for organising the Club's stand, which provided an excellent meeting place for members to get together and to Andy Heywood for arranging the tickets,

overnight accommodation and dinner. Maserati was the featured marque and one of the highlights of the weekend was the opportunity to participate in a Parade Lap and drive the Silverstone circuit. The 'lowlight' of the weekend was when a very strong gust of wind blew the Club stand over the fence ... fortunately it didn't land on any cars! See page 4 for the photo.

Summer Party at the Dering Arms



Our host at the Dering Arms. Photo: Graham Wood



Michael Bilewycz's 3200GT and David Timmons' Coupe. Photo: Graham Wood

From a Sebring and a QP1 to a GranTurismo S and a QP5 ... the great range of Maseratis that were lined up outside the Dering Arms alongside some British classics plus a Ferrari California made for a spectacular sight.

The weather held (in fact the occasional passing clouds provided relief from the onslaught of the summer's sun), and the Jazz Band was very much appreciated as they took requests from those present. Champagne flowed and the lunch was more than up to the exceptionally high standards of previous years; with the welcome return of the warm poached quail egg canapés (we have now mastered the art of eating these 'safely!') and some delicious Tuna Carpaccio as just one of the buffet main courses. An interesting mix of local classic and modern sports car connoisseurs and the Maserati contingent enabled some lively conversation as we relaxed during the afternoon. Many thanks go to Jim and Penny for a great event and their kind hospitality.

Graham Wood

Copy Dates

Editorial and advertisements for the Nov/Dec issue should be in by 3rd November 2010

Make contact
newsletter@maseraticlub.co.uk

Articles and news items on Maserati related topics are welcome. Please address contributions to: Mary Pole, The Editor, 36 Lache Lane, Chester, CH4 7LR. Email: newsletter@maseraticlub.co.uk Copy deadline for the Nov/Dec issue is 3rd November 2010.

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Editor's intro

So, 2010 is rolling along at an alarming rate but we still have three more Club events to look forward to:

October: the Autumn Meeting in Cheshire - there is an outside chance that there may still be a room available as this Newsletter goes to press so get your skates on if you want to be there.

November: the Classic Motor Show at the NEC - give Jim Hunt a call if you would like to help on the Club's stand (contact details in Club News). If you are not helping on the stand, tickets for this event are available at special rates for Club members - see the full page advert in this issue of the Newsletter for details.

December: the Christmas Dinner - this issue of the Newsletter comes with the booking form for the Christmas Dinner - do get it off to Gail in good time as places are limited ... and if you can donate something for the Silent Auction she will be more than delighted to hear from you.

Our 'Foreign Correspondent', Maurizio Raffone, has relocated with his family from London to Milan to take up a new professional opportunity. Sadly, he no longer has the time to provide articles on Maserati events in other Clubs for the Newsletter. Maurizio writes, "It has been a pleasure making those contributions. I hope to keep in touch with the friends made at the UK Maserati Club and I wish you all the very best. In a couple of

years there will be the centenary celebrations for the marque and I really hope to see a big contingent from the UK Club join. Beforehand, I will be on the lookout for some of you attending the Vernasca Silver Flag." We send our best wishes to Maurizio and his family and wish them every success in Milan.

If, like me, you have a tendency to confusion over Maserati's participation in FIA GT1, FIA GT4 and the single make Maserati Trofeo Series, then read Kai Mysliwiec's excellent explanation in Club News.

Finally, thank you to those who sent in questions for the Anorak's Corner. Please keep them coming.

Enjoy your Maserati motoring.

Mary Pole, newsletter@maseraticlub.co.uk



The Chairman writes ...

Almost all newcomers to the Club are impressed by its friendly style and absence of clique. For Kay and me this was wonderfully demonstrated at our first event - Vera's lunch in February 2000. The couple that made it special were Conrad Flower and Jill. Sadly Conrad died recently and that is the loss of a real character. Maserati enthusiast, restaurateur and sometime irascible eccentric, he and Jill spotted us as new members and made certain we felt welcome and involved from the first moment. I looked forward enormously to seeing him at each event and felt the disappointment when they were not able to join on occasion. He could count himself amongst that select group of larger than life characters which gives shape to the Club. We extend our sympathy and good wishes to Jill with the hope that we will see her at a future Club event.

The Club had a great presence at the Silverstone Classic, thanks to all who brought their cars and partners. The display was in the best location - the Medical Car Park no less - as Maserati was the lead sponsor. The highlight of the weekend was Michael O'Shea's determination to overcome gearbox problems with his ex-Salvadori Cooper Maserati. Lacking one gear and starting from the back of the

very quick grid he got the car up to fourth before handing over to co-driver Roberto Giordanelli. Helped by a little attrition and a safety car near the end Roberto brought the Cooper Maserati home in a fabulous second place in the twilight despite rapidly fading brakes - congratulations to both.

Sixteen club cars are heading to the International in Sweden on 1 September. The weather forecast was good at the time of writing and the Swedish Club have promised a weekend to remember. Let's hope the lengthy sea crossing from Harwich to Esbjerg is a smooth one and not a hairy one. Amongst the group are Steve and Georgina Dowling with the rare and special 5000GT that will for the first time do what it was designed for, a grand tour.

The Christmas Dinner will be here sooner than you think. Book early to be sure of a place and do have a go at the sealed auction. Gail Mosley has arranged a fine follow-on to her start to the Christmas Season last year. All of the auction lots are special, including a stay in a villa at Lake Como, which is reported in the summer issue of **trident**.

Brian Harris, September 2010

Who's who

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Maserati: Tony Willis

Newsletter design and printing: Amber



Anorak Quiz Answers (page 6)

1. Six. 2. Fangio, who was fourth 3. Rouen. 4. Willie Green. 5. Nine to choose from: Ronald Regan, Ralph Lauren, Tony Curtis, Sammy Davis Jr, Leonid Brezhnev, Rock Hudson, Peter Sellers, Luciano Pavarotti, Silvio Berlusconi. 6. The OSCA 1600cc SP (Sperhmentale). 7. 1963 at the Turin Motor Show. 8. BCM 9. The 4CLT/48. 10. Tipo 26 - 26 indicated the year it was built. 1926.

Welcome to the Club

Membership on 27 August 2010 stood at **622**; this time last year the figure was **617**.

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

Name	Membership Number	Area	Car
Andrea Bille	4658	Worcestershire	-
John Forsyth	4659	West Sussex	Coupe CC
Felix Winstone	4660	East Sussex	Indy
David Ogg	4662	Essex	-
Mark Lloyd	4663	Kent	Gransport
Scott Douglas	4664	Brackley	Spyder
Jamie Hutchinson	4665	Newcastle upon Tyne	-

Welcome to the club. For those wondering, CC = Cambiocorsa.

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

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. It is rather late in the day but there may be a room available if you hurry - contact Simon Edwards for particulars. The booking form is available from the Club's website: www.maseraticlub.co.uk



Peckforton Castle

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

Simon Edwards, simonedwards1@tiscali.co.uk

Classic Motor Show

NEC, Birmingham
12-14 November 2010

The theme for the Club's stand this year is 'Maserati Racing Cars' - these will be from different decades and it promises to be another outstanding display.

The following fabulous cars have already been offered by their very generous owners to whom we give a huge vote of thanks in advance: Tipo 4CLT, Tipo 8CM, Birdcage Tipo 61, Tipo 250F, Tipo 200S, Ghibli Cup and the very latest GranTurismo Racer.

So put the dates in your diaries, cancel the golf that weekend and any other plans you might have and come and see your Club's stand at the NEC. You may never see another line-up of Maserati cars like it! 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.

To those who have already volunteered to come and help man the stand, many thanks indeed. But there is still a need for a few more folk to come and guard these superb cars over the weekend. If you can spare a day or two - or all three - please pledge your support as soon as possible by emailing Jim Hunt at Jim.Hunt@SplashSplash.demon.co.uk Apart from anything else you'll get to visit the Classic Motor Show for FREE!

Cameron Millar Meeting 2011

Maseratis go Mad in Dorset

Reserve 29 April to 1 May 2011 in your diaries for Cameron Millar 2011. Based in the Purbecks (in a Spa Hotel), close to the fantastic Jurassic coast. Expect Dorset themes and some spectacular views. More information to follow in the next newsletter.



Maserati Club 'Black Tie' Christmas Dinner

Friday, 3 December 2010, 7 pm, at The Royal Garden Hotel, Kensington High Street, London W8 4PT

The Welcome Reception will be held on the 1st Floor in the Lancaster Suite and this will be followed by a 3-course dinner including wine and a cheese platter. After dinner there will be prize giving and the announcement of the successful bidders of the Silent Auction. Carriages at Midnight but 'Bertie's Bar' is open to all residents and their guests until dawn! Subject to availability,



rooms are available at the Hotel at a special rate to Maserati Members of £150 per room. Please note that this price excludes VAT and breakfast. Parking is available under the hotel between 6pm and 8am (please contact the Hotel for cost). For directions call 0207 937 8000 or visit www.royalgardenhotel.co.uk Please complete the booking form enclosed with this Newsletter and send your cheque for £68 per person (payable to The Maserati Club) to: Gail Mosley, Deedas Cottage, Manor Street, Dittisham, Devon TQ6 0NP. Tel: 01803 722633 or 07710 740812.

The 'Silent Auction' will be a feature at the 2010 Maserati Club Christmas Dinner. Last year's auction was an amazing success as a result of the very generous 'lots' donated by members. We already have a number of fantastic and generous lots but we do need more. Are you willing to offer, for example, an exciting opportunity, event, use of a holiday house, villa, chalet or 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!

Gail Mosley, GMosley@ashleyhouseplc.com

International Maserati Meeting

Austria, 2011

Seefeld / Innsbruck / Tyrol / Austria -
22 to 25 September 2011



The preliminary programme for the International Maserati Club Meeting in Austria is as follows:

Thursday, 22 September 2011

2 pm - 6 pm: Arrival of the participants at Aktivhotel Veronika ****, Rielweg 161, A-6100 Seefeld/Tyrol, www.aktivhotel-veronika.at Dinner at the hotel

Friday, 23 September 2011

Race- and Sport-Day with Lizum Classic in Axams. Mountain Dinner at the Seegrube above Innsbruck

Saturday, 24 September 2011

Trip into Karwendel, Visit to the mountain pasture Eng. Banquet at the hotel.

Sunday, 25 September 2011

Departure. Or alternatively: Visit to Schloss Amras (Innsbruck), 12-midday end of meeting.

All types of Maserati, De Tomaso and OSCA are eligible. www.maserati-club-austria.at/maseratitreffen2011



Highland Fling: A Maserati Triumph

Elgol, a tiny harbour and quay on the Isle of Skye, will have been visited by many of the Scotland 2010 Tourers. If you took a boat trip from there on the Bella Jane, perhaps to see the seals or Loch Coruisk, then you were no doubt in the hands of skipper Rob and local seal 'lecturer' young Robbie. Rob became fascinated by the number of Maseratis that kept appearing in the Jetty car park, high above the slipway and water level.



It's not a Maserati but it's still beautiful!
Photo: John Gridley

He even delayed ferry departures to make time to climb the slope and examine some of the Tour cars. His enthusiasm for the more classic versions was such that, aroused by the many and varied Maseratis reported to be at Lochalsh Hotel and despite warnings that we dined there between 8 and 10 pm, he arrived at the hotel in his own freshly polished 1949 Triumph roadster to show it off and chat with those who know about these things. Apart from a couple of members who had a dram and a chinwag with him and a chance to see his sparkling tourer, Rob's pride and joy (pictured here) was around the back of the hotel and unseen by those who were enjoying an unexpected ceilidh after dinner.

Club stand at Silverstone goes AWOL

The more observant of us noticed that, on returning to our display area at Silverstone after the Parade Lap, the three Eze-Ups making up the Club stand had been packed up. However, the real story is that Claire was left 'in charge' when we abandoned her for the Parade and a freak gust of wind took the whole shooting match over the fence. Claire had the presence of mind to let go ... but took a great photo!



Wrong side of the wire.
Photo Claire Poole

Scottish Italian Day at Hopetoun House

By all accounts the Scottish Italian Car and Bike Day held at Hopetoun House in August attracted a large and most interesting gathering of Italian hardware. From the Maserati stable a considerable turnout of some 21 cars, which (apart from Club-only events) is the largest collection of Tridents in Scotland in one go ever (we think!).



Maseratis at Hopetoun House.
Photo: Jim

Nuovo club per il Belgio

The new web site for the recently formed Maserati Club Belgium is www.maseraticlubmf.be. You can translate the pages via Google if you don't understand Dutch.

A guide to Modern Maserati Racing

I was recently asked about the forms of racing that Maserati is currently involved in. So, for the Club members who are interested in this I have put together a bit of a summary. There are three forms of racing that Maserati are active in: FIA GT1, FIA GT4 and the single make Maserati Trofeo Series.

The FIA has a number of race categories that are actively raced in Europe and Asia. The best known are GT1 and GT3. GT2 is a little less known and GT4 is only a recent addition.

Basically, the lower the number the faster (more expensive) the car ... not just more powerful engines but also more aero. Each class is also weight balanced so that various cars have a similar power-to-weight figure.

GT1 cars run 6-plus litre engines with 600-plus hp and weigh around 1,200kg. Several teams run the Maserati MC12s. The MC12s have been winning GT1 for a few years now and continue to do well.

GT3 is closer to a road car and has a lesser power-to-weight ratio and less aero. The cars that run in the Australian GT Championship for example are GT3 specification cars (e.g. Porsche GT3 Cup S). Maserati doesn't have a current GT3 class car, however a version of the GranSport Trofeo was made in 'light' or GT3 specification (around 1,100 kg).

GT4 is even closer again to road cars and less power-to-weight ratio. Also GT4 doesn't have any additional aero on the car (unlike GT3) ... so no nose splitters and big wings on the back. There are a number of teams running Maserati GranTurismo GT4 cars. This is their first season and the cars have won a couple of rounds of the championship.

These classes are often run at the same event but not always.

The one make series 'GranTurismo MC Trofeo' is a series of eight races run by Maserati for these cars at famous European tracks. Drivers in effect 'lease' the cars from Maserati for the season (around 100,000 Euro last time I looked) for these eight races. The cars are similar to the Maserati GranTurismo GT4 but they do not have to meet the various FIA rule limitations (e.g. they have wider tyres for example).

Kai Mysliwiec, President, Club Maserati Australia (NSW)

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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 at Salon Privé

For the third year running, Maserati GB exhibited its full range at Salon Privé. Lucky clients were treated to two special events. Gentlemen clients were shown the bespoke car shoes created for the occasion by luxury shoe brand Berluti. The shoes are designed to match some of the colour combinations available within the Maserati range. To celebrate this collaboration, a selection of Maserati accessories and original designs, is currently on display at the Berluti store, located at 43 Conduit Street, London.

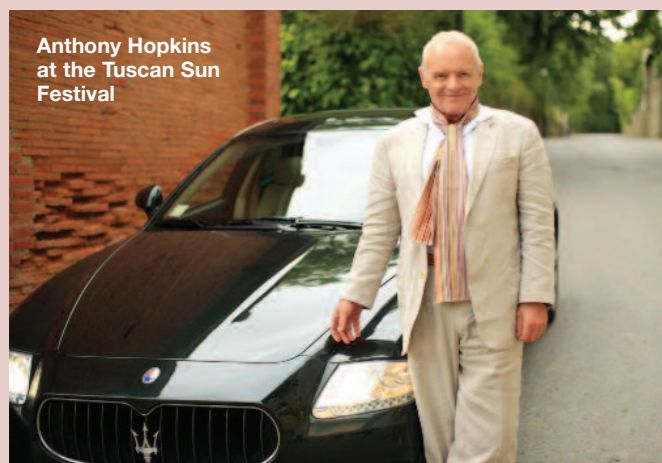
The following day, Maserati GB hosted a very special event for their lady clients, who were joined by supermodel and Maserati ambassador Jodie Kidd as they attended Salon Privé Ladies' Day at the Hurlingham Club.

The day started at the IQMS Medicosmetic Spa in Cadogan Gardens, London, where clients enjoyed a champagne breakfast and personalised mini treatments. A fleet of Maserati GranCabrios, Quattroportes and GranTurismos were then on hand to chauffeur the glamorous ladies to an exclusive lunch at the Club, where they were able to admire a selection of classic cars, alongside the Maserati 2010 range.



Maserati at the Tuscan Sun Festival

Anthony Hopkins at the Tuscan Sun Festival



The Tuscan Sun Festival is an annual music and art festival that takes place within the intimate setting of the medieval town of Cortona, in the province of Arezzo, Tuscany. The August festival includes world class concerts, fine art, film, culinary and wine, fitness and wellness, and local culture and history. Each evening, concerts featuring some of the world's most distinguished artists are performed in the intimate setting of the Romantic-period theatre, Teatro Signorelli.

Maserati cars were used to drive around the artists performing at the Tuscan Sun Festival. The models used were the Quattroporte with the 4.2 engine, the exclusive Quattroporte Awards Edition with its 4.7 engine and the GranCabrio. This year's festival included performances from Renée Fleming, Joshua Bell, Sting, and Gabriele Lavia.

Maserati Club Newsletter

Make contact
newsletter@maseraticlub.co.uk

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. Only 10 cars started in the 1958 Argentine Grand Prix, how many were Maseratis?
2. Who was the highest placed Maserati driver in the above race?
3. Where did Stirling Moss win his first race in a Birdcage?
4. After accidents two famous Club member racing drivers returned to action at the Silverstone Classic, one was Sir Stirling Moss, who was the other?
5. Excluding pop stars name eight 'famous people' that have owned Maseratis.
6. What was the last race car constructed by the Maserati Brothers?
7. The Quattroporte 1, series 1, Tipo AM 107 was unveiled in which year and at which motor show?
8. Which was the first Maserati to be fitted with hydraulic brakes?
9. Which car is known as the San Remo?
10. What was the first production Maserati built and when?

2010 Le Mans Classic

The 2010 Le Mans Classic was a truly fabulous event. Held in temperatures as hot as Hades, it was well worth the sticky discomfort to witness so many original Le Mans racers on one of the world's greatest tracks. The heat, the dust, the noise and relentless on-track activity make the regular Le Mans held in June each year such a terrific spectacle. The bi-annual Classic is no less evocative. The Le Mans Classic is open to all cars, or models of the same type, that participated in the original running of the 24 Hours Le Mans between

1923 and 1979. Each grid is made up of 65 cars (plus 12 reserve cars), allowing the public to admire no less than 470 cars of incredible variety. The six grids run a non-stop relay for 24 hours, with each class taking the track three separate times.

Historically, Le Mans had not been a great circuit for the Maserati marque with numerous mechanical problems but at this year's Classic history was rewritten with a win and a second place.



1st place Maserati Tipo 61 Birdcage – Willi Balz and Frank Stippler

Willi Balz and Frank Stippler won grid 3 in the unique Maserati Tipo 61 streamliner, which had been completely restored by British Maserati Specialist, Steve Hart. Thrilled with his win Willi Balz was full of praise thanking Steve for "building him such a wonderfully fast car".

Also in grid 3 was the very rare OSCA Maserati 1600 GT2 recently acquired by American David Graus and driven by himself, Ivan Vercoutere from France and Steve Hart. This car raced at Le Mans in 1962 when it retired after 227 laps with gearbox failure. Unfortunately this year, with just two laps to go, it was forced to retire with a shattered 40-year-old pinion. The OSCA had been a real treat to drive with plenty of torque and wonderful handling. David was very philosophical having enjoyed the event immensely and looked forward to a car repaired and ready to race again to the winning standard of the Birdcage.



2nd place Maserati 300S – Nicolas Chambon and Henri Chambon



Trofeo at Brands Hatch, by Dickie Meadon



Qualifying goes well, with a time good enough for 3rd position for race one (although I'm subsequently bumped to 4th for a yellow flag infringement in the qualifying session) and the outside of the front row for the second race. Both races are 38 minutes plus one lap, and both are rolling starts, which only adds to the sense of drama. Race One can be divided into three parts: the first eight or nine laps, which are great fun and action-packed, with me making one clean and one, er, rather less clean pass to take 2nd position; the middle six laps where I'm trying to maintain a lead over the 3rd place driver, and the last handful of laps when the tyres are completely shot and I'm almost certain I'll be caught. When the end comes I'm so pleased to be 2nd I manage a rather ham-fisted skid-spin-donut-stall-restart moment at Druids on the slowing down lap. Very cool. Not. Race Two is almost exclusively like the last phase of Race One. It's

much hotter, so the tyres go off more quickly, and I seem to spend the whole race looking in my mirrors after pole sitter Pier Guidi makes his break. It's real nerve-wracking stuff, with any mistake giving the chasing two cars an opportunity to close in on my tail. At one stage I'm convinced the countdown clock on the pit wall has stuck, as the minutes drag by in slow motion. A short Safety Car phase brings some respite, but also bunches the pack up, effectively turning a 40-minute race into a three lap sprint to the flag. I know I don't have the pace to chase Pier Guidi, but much to my relief the guys behind me tangle on the penultimate lap, leaving me a slightly more relaxed run to the flag. Another 2nd place, another champagne shower and another trophy to display on top of the television when I get home. Mrs M is going to be so pleased ...

Overtaking



Overtaking: whilst the MSA Blue Book is like the Encyclopaedia Britannica on all racing matters it does not spell out overtaking procedure. The generally accepted view is that if you come inside another car and your bonnet is alongside the driver of the car you are trying to pass, and therefore even from the restricted view from a full face helmet the front of your car should be visible to him, he has to give way. Another explanation is that if your front wheels are past the other driver's door then it is your apex. Try again number 8!

Silverstone Classic 2010



At the 2010 Silverstone Classic Sir Stirling Moss made a return to racing only four months after suffering two broken ankles when he fell down a lift shaft at his home at the beginning of March. Driving his OSCA in the RAC Woodcote Trophy race for pre-1956 Sports Cars, Stirling was well placed in his class when he was forced to retire the car due to it being stuck in 4th gear. Stirling reckoned if it had stuck in 3rd he could probably have made it to the finish, but 4th was just not possible round the Classic Silverstone Grand Prix course.



The second round of the Italian Historic Car Cup was the dusk race on the Saturday evening, lasting for one hour. The field was dominated by the Abarth Osella PA1 pair of Tromans and Caine and Sytner and Stretton who, between them, led for almost the entire race. Victory finally went to Tromans and Caine after Sytner and Stretton pulled into the pits with steam pouring out of the radiator. When they rejoined, O'Shea and Giordanelli in a Cooper T61 Maserati had moved into 2nd place and were able to hold onto it despite losing brake fluid in the last few laps. Third place went to Marc Devis and Reid in the Maserati 200SI.

2010 Three Castles Welsh Classic Trial



John Jackson and his trusted school friend, Victor, won their class in this year's Three Castles Welsh Classic Trial. This event was based in the seaside town of Llandudno. Over three days a full entry of over 125 cars covered 500 miles, visiting many of the most attractive locations in North Wales and travelling over great rally roads. Competition was over ten regularity sections and eighteen driving tests on private land. This picture was taken outside Mostyn Hall on the Welsh north coast.

FIA GT



Vitaphone Racing Team currently leads the Teams Championship, with reigning FIA GT Champions Michael Bartels and Andrea Bertolini holding the lead in the driver's title race. The Vitaphone pairing, in the Maserati MC12, are just six points ahead of Thomas Mutsch, the German double race winner now paired with the reigning FIA GT2 Champion Richard Westbrook in the number 5 Competition Ford GT Matech. A German team, Triple H Team Hegersport, also runs the second pair of Maserati MC12 cars. Podium success in France and Belgium for team owner and driver Alfrid Heger has followed a lot of hard work by the team, with Heger being joined on the podium in Belgium by fellow German Alex Müller, who will race with him for their home race.

Maseratis have been racing everywhere over the summer. It is regrettable that I can only cover a few races but congratulations should also go to at least twenty other Maserati drivers competing across Europe and the UK that have been racing their valuable classic cars.

Please keep sending me your photos and captions for the next edition.

My thanks to Jeff Bloxham, Charlie Wooding and Jacob Ebrey for their help in providing some of these excellent photographs.

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





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



Maserati 3200GT Auto



Probably the best available example, this unique one-owner vehicle registered May 2001, has run less than 7,000 miles from new, has never been out in the rain or driven on track days and is all original. Leathered after every run and garaged from new under tailored soft cover. Supplied and maintained by Meridien and is offered with full service history and all invoices, manufacturer's brochure, etc. All factory mods implemented by Meridien. Last major service in May 2010 included belt change. Four new Pirelli tyres fitted April 2010. Exterior colour 'Verde Mexico' (dark green metallic); interior 'Avorio' (cream) with dark green piping to all leather-work. Wood console. Radio/CDplayer. Heated/memory seats. Beige Alcantara headlining. Electronic suspension. Silver brake callipers. Tracker fitted. Tax and MOT to April 2011. Exterior/interior unmarked and virtually in showroom condition. Rear seats never used. This is an opportunity to secure an exceptionally low mileage vehicle in outstanding condition and with fully documented history. Price £25,000. Personal registration not included in sale. Club member located in Alton area of Hampshire. Please email: 3200GTA@insektenfang.com

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 for further details.

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 dessert 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 Nov/Dec issue should be in by 3rd November 2010

Maserati cars and parts for sale

I need to reduce my stock of likeable cars to a more manageable level and invite offers for any of the following Maserati models.

Breaking 1993 Ghibli Biturbo (non ABS). Many parts still available. Can remove parts and will ship worldwide.

1998 (October) QPIV Evo finished in midnight blue with beige interior. Mileage at 62K. One previous owner. MOT expired 23 August 2010 will be sold serviced with 12 months MOT. S/S exhaust, CD player plus all the usual options.

1994 (October) Ghibli Biturbo finished in dark green with cream interior, just 28K miles. I have owned this car since 1997. One previous owner. Very little use.

1981 Merak SS, silver with midnight blue leather interior. Shown at the 2000 Classic Motor Show but presently in need of light refurb. Approx 60,000 Kms on speedo. Stored for 5 years.

1978 Kyalami. Presently undergoing rebuild. Body now solid. Interior almost complete. Finished in (new non Maserati colour) Dynamic Red. All parts there to finish.

Some photos are available and can take more if requested. For more information on any of the above please make initial contact via e-mail on kyalami@fsmail.net Located in the West Midlands.

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 Autosield. 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 leesmilne@aol.com or telephone 01886853294.

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

Merak number plate MER 44K

I have sold my Merak recently and hope that someone in the Club would be interested in my Merak number plate. It has to go as I do not have the car anymore so I'm looking for an offer on it.

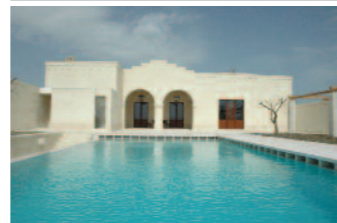
Email Lee at gtoracing2001@yahoo.co.uk

QPIV Evo

Maserati Quattroporte IV Evoluzione. 2000 (X) 3.2 V8 auto in red (Rosso Indianapolis) with black leather interior. Just turned 37,000 miles with service history from new. Last service completed at 36,500 miles.

New cam belt fitted just after I bought the car from original owner at 30,000 mile service and while accessible the water pump, cooling hoses, fuel and brake lines were also replaced. Since then new brake discs, hand brake shoes, front springs, steering and suspension ball joints, track rod ends, starter motor, heater servo etc., etc., have been replaced. The only item I have not attended to is the rather silly and difficult to see digital clock which replaced the handsome analogue clock fitted to the previous model - what was Ferrari thinking of? Only 35 of these cars were produced in RHD so very rare. £11,995 ono. Photographs supplied on request to stevesuk@btinternet.com. Location Tyne and Wear. Tel: 0191 5362462 or 07778060396.

Masseria Mimosa



Imagine luxuriating at this hill-top, stone-built masseria next summer. On the border of Puglia and close to the city of Matera with its fascinating Sassi, Masseria Mimosa is the perfect place for total relaxation and recreation. Three double bedrooms and three rain-shower bathrooms, contemporary dining kitchen and spacious living room all provide comfortable seclusion behind the security of electric gates. 40' infinity pool, pizza oven, BBQ, discreet lighting and shady cloisters bring al fresco living deep into the evening. Maserati Club members Richard and Esther Hooley invite you to enjoy your vacation at our summer home! Visit the website for full information and photographs. CLUB OFFER! 20% discount to club members who book before 31 December. Please quote current membership number on your booking form. Call Esther for availability on 07949 267878 or visit: www.masseria-mimosa.com

Spares

Kyalami parts

Kyalami engine 4.2 and gearbox 5 speed ZF. In storage for 20 years. All turn, not blocked. Offer price. Email Stephane at contact@gtmotorsports.ch

Maserati Literature

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

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

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Just the one



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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.

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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.

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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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£22.50



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.

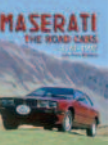
£49.50



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.

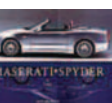
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William Oosthoek's fantastically detailed prequel to his Birdcage to Supercage book. Full of pictures, many never before published with detailed race histories, driver histories and chassis no. histories.

£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.

For Maserati Regalia, including clothing, gifts and accessories, please visit the factory store at 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
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.

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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
Copy deadline for the Nov/Dec issue is 3rd November 2010.



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Hiscox motor insurance quote. www.hiscox.co.uk