



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

November 2011

30 November to 4 December 2011
Bahamas Speed Week Revival
www.bahamasspeedweekrevival.com

December 2011

2 December 2011
Maserati Club 'Black Tie' Christmas Dinner
The Royal Garden Hotel, Kensington High Street, London W8 4PT
Contact: Gail Mosley, Deedas Cottage, Manor Street, Dittisham, Devon TQ6 0EX.
Tel: 01803 722633; 07710 740812; email: GMosley@ashleyhouseplc.com

7 December 2011
H&H Auctions
The Pavilion Gardens, Buxton
www.classic-auctions.com

17 December 2011
Track Day
Silverstone
www.silverstone.co.uk/track/track-club/

February 2012

19 February 2012
Vera's Lunch
Magna Carta Island, Wraybury
admin@maseraticlub.co.uk

March 2012

18 March 2012
F1 Grand Prix - Australia (Melbourne)

25 March 2012
F1 Grand Prix - Malaysia (Kuala Lumpur)

April 2012

15 April 2012
F1 Grand Prix - China (Shanghai)

22 April 2012
F1 Grand Prix - Bahrain (Sakhir)

26-30 April 2012
Cameron Millar Spring Meeting
Wexford, Ireland - Contact: Roger Epszajn, 020 8995 9995, roger@epszajn.co.uk

Copy Dates

Editorial and advertisements for the Jan/Feb issue should be in by 9th January 2012.

Make contact
newsletter@maseraticlub.co.uk

April 2012

28 April 2012
Bristol Italian Auto Moto Festival
Bristol Old City
www.italianautomotoclub.co.uk

May 2012

5-6 May 2012
Donington Historic Festival
www.doningtonhistoric.com

13 May 2012
F1 Grand Prix - Spain (Catalunya)

27 May 2012
F1 Grand Prix - Monaco (Monte Carlo)

June 2012

2 June 2012
Maserati Club AGM
Details to follow

3 June 2012
Auto Italia Concours
Stanford Hall
Details to follow

10 June 2012
F1 Grand Prix - Canada (Montreal)

14-17 June 2012
Khamzin Quaranta
Burgundy, France
marcsonneryfr@aol.com

15-17 June 2012
CPOP - Cholmondeley Pageant of Power
Cheshire
www.cpop.co.uk

16-17 June 2012
24 Hours Le Mans
www.lemans.org

20-30 June 2012
Round Britain LAND/SEA/AIR 2012
This Land, Sea and Air marathon features three challenging elements of endeavour - a minimum of 50 cars, 50 boats and 50 aircraft pitting their skills against each other in their discipline as they head around Britain. The challenge starts and finishes at the Weymouth & Portland National Sailing Academy.
www.rb12.com

June 2012

24 June 2012
F1 Grand Prix - Europe (Valencia)

29 June - 1 July 2012
Goodwood Festival of Speed
www.goodwood.co.uk

July 2012

6-8 July 2012
Le Mans Classic
www.lemansclassic.com

8 July 2012
F1 Grand Prix - Great Britain (Silverstone)

20-22 July 2012
Silverstone Classic
Details to follow

22 July 2012
F1 Grand Prix - Germany (Hockenheim)

29 July 2012
F1 Grand Prix - Hungary (Budapest)

August 2012

27 August 2012
Super Car Start-Up
Beaulieu
<http://beaulieu.co.uk/beaulieu-events/supercar-startup>
They would love to see a Maserati MC12 at this show - contact Andy Ollershaw if you happen to have one: andy.ollershaw@beaulieu.co.uk

September 2012

2 September 2012
F1 Grand Prix - Belgium (Spa-Francorchamps)

9 September 2012
F1 Grand Prix - Italy (Monza)

14-16 September 2012
Goodwood Revival
www.goodwood.co.uk

14-16 September 2012
Circuit des Remparts
Angoulême, France
www.circuit-des-remparts.com

22-23 September 2012 (TBC)
Kop Hill Climb
Princes Risborough
www.kophillclimb.org.uk

September 2012

23 September 2012
F1 Grand Prix - Singapore (Singapore)

28-30 September 2012
Lakes Autumn Meeting
Contact: Edwin Faulkner
ejf@manx.net
01624 822622

October 2012

7 October 2012
F1 Grand Prix - Japan (Suzuka)

14 October 2012
F1 Grand Prix - Korea (Yeongam)

28 October 2012
F1 Grand Prix - India (New Delhi)

October 2012
La Gira Andina
Drive from the top to the bottom of S. America
www.globalrally.org.uk

November 2012

4 November 2012
F1 Grand Prix - Abu Dhabi (Yas Marina Circuit)

18 November 2012
F1 Grand Prix - United States (Austin)

25 November 2012
F1 Grand Prix - Brazil (Sao Paulo)

2013

22-29 June 2013
Highland Fling II
Edwin J Faulkner,
01624 822622, ejf@manx.net

Tour of the Trossachs Autumn Meeting 2011

As ever, the definitive blow-by-blow account of this wonderful event will be set out in full in *trident* but, in the meantime, we can't let the Newsletter go to press without thanking Peter and Jane Holmes and Brian Cunningham for organising such a fun weekend in the Trossachs.



Maseratis at Mar Hall. Photo: Keith Davies



Andy & Teresa Lerry, overall winners. Photo: Dave Smith

The winners of the various competitions held over the weekend are as follows:

Sally's Scottish Crossword:	Arthur Kelly & Di Langley
Ladies Caption Competition:	Gail Mosley
Men's Caption Competition:	Simon Park
Who's Who Picture Quiz:	Alex Jackson
Anorak's Quiz:	Tony Willis
Limerick Competition:	Sharon Roberts
'Desirability' event:	1st John Jackson - 3500GT; 2nd Dick Pole - 3200GT
Overall Winners:	Andy & Teresa Lerry

Goodwood Revival



250F. Photo: Dave Smith



450S. Photo: Clive Williams

The 2011 Goodwood Revival was a very special weekend with exciting on-track action, and a number of significant anniversaries were celebrated. The annual feature tribute was to Juan Manuel Fangio, on the centenary of his birth and the 60th anniversary of him winning the first of his five world championships. The 450S photo shows the 1956 Maserati number 4502 during The Tribute to Fangio. This car, driven by Frank Stippler, came 11th out of a field of 27 in the Sussex Trophy later in the day. Also pictured is Burkhard von Schenk in his Maserati 250F at the chicane.

Inside this issue	Special Interest		
Club News	3	Christmas Dinner	3
Maserati News	7	Cameron Millar Spring Meeting	3
Racing News	8	Maserati Autumn Meeting	4
Marketplace	10	Great Weston Italian Day	5
Regalia	11	Maserati Product Review	6
Diary	12	Maserati Sponsors Polo	7
		GranTurismo Recall	7

Ghosted background image: Keith Davies and Indy at the Cameron Millar Spring Meeting 2011. Photo by Graham Wood.



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 Jan/Feb issue is 9th January 2012.



Editor's intro



Enjoy your Maserati motoring.

The Club's social calendar for 2011 is winding down now with the Christmas Dinner to look forward to at the beginning of December to round off the year (do get your booking in pdq if you are planning to attend). From my point of view it has been a pretty spectacular year and my sincere thanks go to those folks that take on the organisation of our events. I don't know how it is possible but each year they seem to just get better and better. You know the old saying - "If it's Thursday it must be Austria." Well, that is how we felt during our incredible Angoulême/Austrian International trip, as we motored through France, Italy, Switzerland, Austria, Germany and Belgium. There was so much to see and do during this trip that only trident can do it justice so do look out for the full account in the autumn issue.

And then home just long enough to unpack, do the laundry, repack and then off to Scotland for the excellent Autumn Event. What a fantastic Club this is!

Anyway, to the Newsletter ... only a modest list of instructions for you this time.

1. Book the Christmas Dinner;
2. Renew your membership (see insert);
3. Book Vera's Lunch (see Club News);
4. Book the Cameron Millar Spring Meeting (see Club News); and
5. Update your entry on the Membership List (see Club News);
6. Have a merry Christmas and happy, healthy and prosperous 2012

Mary Pole, newsletter@maseraticlub.co.uk

The Chairman writes ...

It is important I keep you updated with progress towards incorporation of the Club as a limited body.

Thank you to all of you who responded with the form enclosed in our last Newsletter. Over 25% of members responded positively, there were no objections or spoilt papers. Some members sought clarification or made comment and as a result the draft Articles posted on the website have been amended and improved. The website copy has been replaced with the final version.

The salient changes are to preserve the present day accountability of the

Committee to the membership and to better establish the relationship of the Committee and the Board. In addition the Board is specified as the Club Chairman, Treasurer and Secretary, and the duties of the Secretary have been defined.

If the Articles seem a little stilted in places this may be as a result of basing them on, and staying as close as possible to, the model Articles in the current Act. The object is to preserve the present nature of the Club whilst obtaining additional protection for its members, assets and activities. The Club and its members will be better served by this

change and the day-to-day activities and its style will be unaffected.

The plan is to incorporate the Club and register before the end of 2011 with a view to transferring the assets and operating under the new format for the Club year 2012. There is still the opportunity to contribute or express concern or object before that process is finalised and I will be pleased to hear from any member, as will all committee members.

Best wishes to all of you for Christmas and the New Year

Brian Harris, November 2011

Welcome to the Club

Membership on 1 November 2011 stood at **612**; this time last year the figure was 634

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

Name	Membership Number	Area	Car
Dr. Julian Proctor	4733	Dorset	-
Richard Dears	4734	Merseyside	Indy
Kaj Svenningsen	4736	Denmark	Q'porte Mk 5
Gavin David	4737	Glamorgan	3200GT
Sandra Flatt	4738	Norfolk	-
Michael Heathcote	4740	Holmfirth	Coupe CC
David Austin	4741	Hertfordshire	Alfa 8C

For those wondering, CC = Cambiocorsa.

Please note - please regard the renewal form enclosed as your own personal copy and act accordingly !!

Welcome to the club.

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

Anorak Quiz Answers (page7)

1. That it is a later car with a Bora dashboard. 2. A Quattroporte V estate car. 3. A book. 4. Because it was the car tested by Autosport magazine in 1962. 5. A four door car designed by Frua and based on a 4.9 Indy. 2 examples made for the Aga Khan. 6. Itaimoto. 7. The Quattroporte series 1 fire tender. 8. The 3500GT prototype. 9. A bicycle.

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 Epszajn, regalia@maseraticlub.co.uk
 Web liaison: Ken Painter, webliaison@maseraticlub.co.uk
 Events co-ordinator: Derek Mills, 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

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



Maserati Club 'Black Tie' Christmas Dinner Friday, 2 December 2011, at 7 pm



The Royal Garden Hotel, Kensington High Street, London W8 4PT Roll up! Roll up!

The wonderful 'Indian summer' has lulled us all, and suddenly winter and Christmas festivities will be upon us!

Look out your booking forms for our annual Maserati Christmas Black Tie dinner (to be found in the previous issue of the Newsletter or on the Club's website) - an event not to be missed. This year it is being held on Friday 2 December, at 7 pm, at the Royal Garden Hotel, Kensington. Tickets are £70 per head which includes a pre-dinner reception of 'bubbles', a sumptuous 4-course dinner with wine, accompanied by gentle music, followed by a raffle and the winning bid of the Silent Auction, for which Maserati GB have again very kindly offered the use of a new Maserati for a weekend.

All members are invited to make a 'silent bid' prior to the dinner to Gail Mosley, email deedas1@hotmail.co.uk, as well as sealed bids on the night.



Cameron Millar Spring Meeting 2012 - Wexford, Ireland 26 - 30 April 2012



Preparations for the Club's 40th anniversary celebratory Spring Meeting continue apace! The 4 star Ferrycarrig Hotel, perfectly located just outside Wexford in Ireland's "Sunny South East" will be the base for our 4-night rally. All of the rooms reserved for us look out over the lovely River Slaney and a spa awaits those in need of pampering!

A varied programme includes: a morning at Mondello Park (Ireland's principal race track); a chance to visit VISUAL (the modern arts centre in Carlow designed by the high priest of minimalism, Terry Pawson); road tours around the beautiful water dominated scenery of the locale; a Concours judged by the public on the rebuilt and pedestrianised Wexford quay side; and a visit to the charming medieval city of Kilkenny where we will display our cars on the castle parade with another chance for the public to be our judges. As for victuals, don't fret: coffee stops in interesting places; lunches in Irish pubs; evening dining with fine food and wine; a little art and music thrown in; and a champagne reception hosted by Wexford Town in their jewel of an opera house. The gala dinner on the final night will present an opportunity to dust off those "hotel shoes" and glam up.

Bill McGrath Ltd will sponsor our Mondello Park track event, giving us the opportunity to remember Bill McGrath, an Irishman, who gave us the courage and the confidence to use our cars as actively as we do today. Bill McGrath Ltd is also sending along one of their top technicians to ride shotgun with us, while Bolands of Wexford (leading local concessionary) is providing a breakdown and recovery vehicle. In other words, there is no excuse not to bring your classic.

Mark Guterres and his The Imperial Wine Co. are generously donating the wine for the Gala Reception and three of our dinners. I am sure that many of you will remember the wonderful wine they gave us for our own International Rally based at Goodwood. Yet again our friends at Meridian Modena are generously supporting our event.

The rally cost will include: 4 nights' accommodation including breakfast; 3 mid-morning coffee stops; track event entry; museum entry; 3 lunches; 3 pre-dinner receptions; 4 dinners including wine and much else.

The cost for the rally is £540 per person based on 2 people sharing a room. There will be a single room supplement of £85. A couple of suites and 4 junior suites will also be available for additional cost. Additional accommodation before or after the rally is available (at the Ferrycarrig Hotel) @ £115 per night, bed & breakfast with 2 people sharing a room, or £95 for a single room, preferably booked at the same time as the rally booking.

Kelly's Resort Hotel & Spa (in Rosslare) have also offered a special rate of €110 dinner, bed & breakfast, per person per night for both before and after our rally. For €50 extra this will also include 1 hr of Spa treatment.

Irish Ferries are providing us with a special rate starting at £176 return (1 car, 2 adults) for mid week travel on their cruise ships (3 to 3.5hr crossings) using the Pembroke/Rosslare or Holyhead/Dublin Port routes. Saturday travel, fast ferry travel (2 hrs on the Holyhead/Dublin route), Club Class, cabins etc are also available at additional cost. Instructions will be issued with the booking information. Those wishing to use another route, for example the Stranraer/Belfast route, are free to organise this themselves.

As the response has been overwhelming with 64 teams already expressing interest, the rally will now be for up to 50 cars (beyond the original 35 to 40 suggested). The first 40 teams to have registered interest with me will be contacted first by email for booking, and this will begin around the end of November 2011. Approximately 10 days will be allowed for these bookings and deposits, with the remaining places offered by email to those who have already registered their interest with me. These places will be allocated on a first come first served basis. If email contact really does not work for you contact me directly for alternative arrangements. Classics will be especially welcome as they help to make our rally more varied as well as looking good.

For more information or to register an interest please contact (email preferably) Roger Epszajn, roger@epszajn.co.uk 020 8995 9995 tel & ans

Vera's Lunch Sunday, 19 February 2012, 12 noon

The Club's traditional opening social event of the year will again take place at Magna Carta House, Wraysbury, the home of Vera Cooper, on Sunday, 19 February 2012. This is always hugely over subscribed, and early booking is essential to secure your place. Numbers must be limited to a maximum of 80 persons, therefore it is regretted that no children under 16 can be accepted and each member is allowed one paying guest only.

Cars start arriving to be lined up, non-Maseratis tucked away at the rear, from approximately 12 noon. There will be a champagne reception on arrival and Vera's magnificent selection of food served from 1 pm.

There will not be a separate booking form and cost per person is £20. Send in your reservation quickly, with cheque made payable to the Maserati Club, to Dave Smith, 2 Sunny Bank, Widmer End, Bucks, HP15 6PA, with sae for confirmation. No telephone reservations will be accepted and remember, first come first served as usual.



Maserati Autumn Meeting 2012 28-30 September 2012

The Autumn Meeting 2012 will be held in the English Lake District, based at the Belsfield Hotel in Bowness, overlooking Lake Windermere from 28 to 30 September 2012. See www.corushotels.com/Belsfield-hotel.

Pam and Edwin Faulkner who have a good knowledge of the Lake District are organizing the Meeting, and this promises to be a very special event.

34 double/twin rooms have been reserved with four superior rooms. All rooms have either views overlooking Lake Windermere or the beautiful 6-acre gardens. These will be allocated on a first booked deposit of £200 paid basis and there will be an extra surcharge of £30 per person per night for single occupancy. For those who would like to book to arrive earlier than 28 September or stay on after the Meeting, please contact Vivienne on 0844 736 8604 to make your own arrangements and mention you will be with the Maserati Club, but please advise me as well as I will be allocating specific rooms.

The hotel boasts a heated indoor swimming pool and a sauna, ideal for relaxing after a long day. There is also a hotel games room and a putting green. The hotel overlooks Bowness Bay with many lakeside walks and pleasure boats, and it is a short walk from the hotel to the shopping centre of Bowness.

The proposed programme is as follows:-

Friday, 28 September: 12.30 Meet and collect final instructions at the Ambio Café at Backbarrow, Newby Bridge (12 miles from J36 of M6). 13.00 Lunch in the Ambio Café (which is at the Museum). Visit the Lakeland Motor Museum. 16.00 Follow Edwin's route to The Belsfield Hotel. 19.15 Champagne Reception on the lawn, weather permitting. 20.00 Dinner.

Saturday, 29 September: 08.00 to 09.00 Breakfast. 09.00 First cars away on Pam's scenic route to Derwentwater. 13.00 Lunch at Lodore Hotel on the banks of Derwentwater. 15.15 Pleasure Cruise on Derwentwater (1 hour approx.). 16.30 Return on Edwin's route to the Hotel. 19.15 Champagne Reception on the lawn, weather permitting. 20.00 Gala Dinner (jacket and tie for the gents and posh frocks for the ladies).



Belsfield Hotel

Sunday 30 September: 08.30 Breakfast. 09.30 Check out of hotel room (make sure to pay your bar bill). 09.45 Edwin's route to Hawkshead and Coniston (via Ferry). 12.45 Return to The Belsfield Hotel. 13.00 Sunday lunch and prize giving at The Belsfield Hotel. 15.30/16.00. Depart Bowness on Windermere and head for home.

The cost of the event will be £328 per person with £60 single surcharge. A deposit of £200 will be required with the booking form.

If you are interested then please email Edwin, no deposit required at this stage. Contact:- Edwin Faulkner ejf@manx.net

Travels in a Maserati John & Bill Jackson take on Euroclassic 2011



Maserati by Alfredo Vignale - Argentario Golf Club by Andrea Fogli. Photograph by William Jackson

This year's Euroclassic, superbly organised by the MSA, was run through five countries mostly in Italy, and included four motor racing circuits and two motor museums; a total of 1,525 heart throbbing miles. In all 86 cars, including two pre-war Bentleys and a majority of post-war British sports cars, started in Contrexeville in mid France and headed southeast through the Black Forest to the first night's stop at Schluchsee in Germany. From there the route continued south to St Moritz, the Bernina Pass and Verona via the Mille Miglia Museum and some mouth-watering cars, the star being a Cisitalia Coupe.

A day off in Venice was the next adventure particularly for my driver who was both a Venetian and Roman Virgin! His camera never stopped flashing, but we did find a quiet square near the Academia for a restful lunch. From there a late afternoon run took us to Bologna via the Raceway at Adria. The following day was a cross-country run to the spectacular country of San Marino for lunch and on to Perugia via the best circuit of all, the Autodromo dell'Umbria, where the Mexico could actually snatch fifth gear. The MSA marshals voted the Maserati the best sounding car down the pit straight, much to the delight of my driver!

The stop at Rome was another day off and a further tourist adventure for my driver who knows the ropes of open topped bus trips and a 'fast track' into the Vatican City, much extended and sensitively restored since my earlier visits and a personal revelation was 'The Map Room' of the 1580s. North up the Mediterranean coast consisted the second to last day and a coffee break at Monte Argentario with cutting edge Italian design of this new golf and sports centre, see photograph! Lunch was sensational with special parking at the Piazza del Domo in Siena and a leisurely meal overlooking the Piazza del Campo where one could imagine the MM cars pouring in from one gateway to the check point and accelerating hard through the next. The afternoon was a rapid visit to the Maranello Ferrari Museum, which in contrast to the MM Museum was too clinical and commercial for my taste! The event concluded with a farewell dinner in Palma with new friendships made and it was on to Angouleme for more adventures. We would welcome Club members for the next event!

William Jackson

Kent Air Ambulance

Dear Maserati Club, As joint owner of Giallo Cars, a Maserati specialist in Hildenborough, Kent, we had a stand at the Dering Arms in Pluckley at Jim Buss's Summer Party. We were raising money for the Kent Air Ambulance and with the generosity of the Maserati owners we raised a total of £510. I would like to say a big "thank you" to all the people who attended the event and donated to the charity. The Kent Air Ambulance was very delighted with the amount that was raised.

Louise Sage, Giallo Cars



Kent Air Ambulance

Can you help a student?

Dear Maserati Club, I am a photography student in Bournemouth and planning a car shoot. I would ideally like to use a modern Maserati and hoped you could help/advise in sourcing a potential vehicle. I am currently in my second year of a Commercial Photography Degree at the Arts University College Bournemouth. The University boasts professional studios designed to allow vehicles to be driven inside. They also have top of the range photographic lighting and, combined with my photography skills, I hope to capture some impressive images, which of course would be made available to the Club and/or owner to use however you/they wish, be it promotional use or whatever else. Unfortunately, as a student, I have limited to no budget for this shoot, so cannot afford car hire rates. Any help would be greatly appreciated and help massively with my studies!

Josh Czachur, czachur@gmail.com

Membership List

The Club is aiming to publish an up-to-date membership list in 2012. To ensure accuracy please could you email (admin@maseratclub.co.uk), telephone (01494 717 701) or mail (2 Sunny Bank, Widmer End, Bucks, HP15 6PA) the Administrator with any updates as soon as possible. Information on the database is:

Personal details:

Name, address, telephone numbers (home, business, mobile) and email.

Maserati details:

Model, type, year, registration, engine cc, chassis number, engine number, colour, history, comments, etc.

The details are held on the Club database and are used exclusively for Club purposes (e.g. Newsletter, membership list). In order to comply with the data protection act please indicate if you **do not** wish your details to be published.

To recap you have three choices:-

- 1 - publish all details.
- 2 - publish name and address only but **no** car details.
- 3 - do not publish any details.

Dave Smith, Maserati Club Administrator

Free listings on classic web site

www.ClassicCARama.com lists free for sale and also wanted ads, with photos, for any surplus classic car parts or automobilia or memorabilia, accessories, books, posters, etc., you may have for sale or are searching for. 600 classic car specialist companies also advertise their restoration and replacement parts supplies. For assistance email Charles Leith at CharlesLeith@ClassicCARama.com or ring him on 01425 653377.

Club Members - a multi-talented bunch!

Poeta laureato

Sharon Roberts is gaining quite a reputation as 'Club Poet'. She won the Trossachs Limerick Competition with the following romantic verse:

*There was a young man from Modena
Who traded his car for a Gondola
He sailed up the Clyde
With his bit on the side
And stayed at Mar Hall just to fondle her.*

Maestri del travestimento (masters of disguise)

These Club members were spotted by Loch Katrine but the disguise is so convincing we are not sure who these 'Scots' are ... but that beard does look familiar.



Club members. Photo: Dave Smith

Mungitrice (milk maid)

One of the competitions at the International in Austria was to milk the cow!

Here we see Roger Epszstajn 'milking for England' with assorted Club members offering advice (and criticising his technique).



Khamsin Quaranta 14-17 June 2012

2012 means forty years of the Khamsin and Marc Sonnerly, a France-based motoring journalist, author and arch Khamsin enthusiast, in conjunction with Eau Rouge Publishing, is celebrating this important milestone by organising an International Khamsin-only rally. Marc Sonnerly is the author behind the Khamsin website: www.maseratikhamsinregistry.com, which is a mine of information for owners and enthusiasts of the Bertone classic.

This weekend event will take place in France between Beaune and Dijon in the Burgundy region, a fantastic area to visit with vineyards, castles and some great roads. Marc's ambition is to get 40 cars for the fortieth anniversary and from as many countries as possible. For Khamsin owners this will be the event of next year and certainly one to diary now! For more details email Marc at contact@maseratikhamsinregistry.com or contact Eau Rouge Publishing at sales@eurougepublishing.com



Khamsin Quaranta

Great Western Italian Day

GWID 2011 was held in September on the quay at the North Warehouse in Gloucester's Historic Docks. An interesting location with historical, retail and refreshment facilities to hand making it an ideal location for the Italian Auto Moto Club's annual autumn event. After a week of unsettled weather the conflicting forecasts seemed only to agree that we could get wet at some point and with the high cost of fuel and other automotive events occurring elsewhere, we wondered if there might be a drop in numbers this year. However, come the day and a very respectable turnout of Italian machinery assembled on the quayside, with the motorcycles and scooters showing a marked increase over previous years. Although blustery, the day was sunny, with only a few rain spots to blemish the polished bodywork. One of the strengths of the event is the minimal duplication of exhibits and also the rarities that always seem to show up. The displays attracted plenty of interest from the visiting public and it was a very enjoyable way for enthusiasts to spend an autumn Sunday. Feedback was generous and many attendees appreciated the mix of two and four wheeled marques. Informal awards were given for the most appealing of the exhibits. Most importantly, they were vehicles that we would like to own personally. The 'Supercar' category award went to Jason Rees for his Lamborghini Jalpa.



Jason Rees' Lamborghini Jalpa. Photo: Paul Hanmore

Paul Hanmore

Drive at Silverstone Saturday, 17 December 2011

Drive the full Grand Prix Circuit in December. Silverstone Circuits Limited is offering a Track Day for £199 (inc. VAT). Included is six hours track time, open pit lane, breakfast, lunch and refreshments, in-car instruction for first timers, use of garages on a shared basis, driver coaching clinic, sports psychologist session. Also available is tuition from £20 for 20 minutes. Bookable online: www.silverstone.co.uk/track/track-club/

Motoring related holidays 2012 For ideas for motoring related holidays for the 2012 season have a look at [Wheelsports, Classic Grand Touring & European Track Days, www.classicgt.co.uk](http://www.classicgt.co.uk)



Maserati Product Review



Our occasional product reviewer, Gerrard O'Driscoll, is beside himself with excitement over this Maserati product. We were expecting a shopping bag review (see issue 116) but Gerrard is finding this quite a challenge. He has two main problems: firstly most of what he buys is worth less than the bag itself and secondly, and much more problematic, is finding items which are equally as stylish as the bag. Anyway, he seems to have been seriously sidetracked so read on ...

I have managed to find another Maserati subject to review; the purchase of a Maserati 4.24v from Italy (recommended for those going through a midlife crisis!) As I write I still can't believe all this took place, successfully. For some time I've been discussing with the guys at Meridien about going to Italy and at least looking at various Biturbo models. Given the climate and our Italian cousins' love of aesthetics, notwithstanding their pride in their own products, I was convinced a better car could be found than in the UK. In this particular case it was even more applicable as the 4.24v was sold only in the home market.

This story begins with the daily ritual of trawling through Italian car sale sites for Maseratis. Filtering for 4.24vs there were about ten for sale at any one time and after months of looking at the same ones I decided on two that warranted further investigation. One based in the south and one just outside Milan. Having just watched The Godfather the southern motor was cut from the list. The remaining was a private seller so I emailed the chap and he responded very politely and formally. A few emails later relating to service and ownership and my mind was made up. A trip to view was required. This is where the real story begins.

After a few weeks of stalling; worrying about all the things that could go wrong (and there are plenty of those) I received an email from the seller that was so polite and genuine asking whether I would be coming over to view that I knew it was worth a trip. So after deciding on a date the Italian seller emails me with details of a hotel and invites me to dinner to sample the local cuisine. I arrive at Milan airport, hire a car and set off for Parma.

Outside the weather is perfect, 32°C and sunny, and I'm in my Fiat 500 flat out down the A1 autostrada racing the lorries. Following directions, I arrive at the hotel an hour later, which is located in the centre of Parma opposite the main square. I called the seller and we arranged to meet at the hotel and we could go from there. Well, the next 45 minutes were spent wondering if this chap would be a) a sharp suited car dealer; b) a member of a local 'family' utilising the Brits world-renowned honesty to scam something; or c) worse, someone trying to sell a shoddy car as a perfect one. This one obviously being the most outrageous deception of all and one we've all experienced!

When they arrived they couldn't have been more different from my preconceptions; one chap of senior years, well dressed and the other much younger than me equally smartly dressed, he being the nephew as well as the translator. On that basis alone I immediately felt relaxed and had confidence that the car would be as described. I was not disappointed. As we drove through Parma the Uncle explained that he was a Maserati enthusiast and too had been concerned that car might be sold to a dealer rather than a fellow Maseratisti. We arrived at their underground parking and there, parked in a huge parking space with foam lining the walls was, at first sight, a perfect black 4.24v. I thought they had taken me to the wrong car! After looking more closely it just got better - a stark contrast to the ones in the UK. Then it was started: no problem, no smoke and the sound, well ... I should have recorded it! They drove it out into the yard and it looked great. The bodywork like new, the interior still with some of the original protective plastic from the factory and the seats hardly sat in. It was obvious to all that I was going to buy this car but I thought I had better look as if my brain was still functioning, so a closer look was required. (The trouble is, as my late Father used to say "they are the sort of car you just want to put your hand in your pocket and buy").

I started to look underneath and was then asked whether I would like to take it to a garage and put it up on a ramp - how often do people offer that! Then the nephew says, "We've insured for you to drive". I couldn't believe this, they have only known me two hours at this point but already trust me with their museum piece. Off we go to the garage, up on the ramp and the underneath is pretty much as good as the top half. I had a really good look trying to find major problems but really couldn't, bearing in mind the car is eighteen years old! At this stage I must say a big "thank you" to the guys at Meridien service centre for their guidance and help. They gave very good info and tips prior to my trip that proved invaluable.

After this exercise we all go off for a drive into the country. Me driving, aircon on flat out and engine pulling effortlessly. At this point I thought it couldn't get any better than this, how wrong was I. After a stop for some coffee and a chat about the Maserati models we both enjoy, the seller suggests we go to the Maserati agent from where he originally bought the car - he is a friend, naturally. So we rock up and parked outside is a brand new GranCabrio, which looks fabulous. Inside many more Maseratis and Ferraris with a few old classics thrown in for good measure. After another coffee and a chat about this bonkers Englishman who has come from London to buy the car, i.e. me, the owner asks whether I'd like to take the GranCabrio out for a spin. Obviously this must be a joke; I've only been in the country four hours and this chap has

known me for less than thirty minutes! Wrong, he's serious. So off we all go with the hood down. It turns out the garage owner is an ex-racing driver who immediately makes every effort to scare me to death! Bearing in mind I'm the only passenger wearing a seat belt he spends most of the drive on the wrong side of the road overtaking everything, snaking it out of every corner and then slamming on the brakes to show how well they work. Eventually he stops to let me have a drive, still shaking I get in the driver's seat and the nephew offers to video the drive on my phone (just in case no one believes me!). Well, what can I say - an amazing drive and extremely rapid.

Finally, after all this excitement we head back to the hotel and they invite me out for dinner, again more generosity on their part. Out we go into the centre of Parma, which is a classic Italian city, full of attractive people who are far too well dressed and clearly the sort of people Maserati designed for. We go to a restaurant on the main street, which again is owned by a friend, and is frequented by Silvio Berlusconi and Luca Di Montezemolo. The owner cooks us a special Parmesan meal, which is wonderful, accompanied with a local wine, and at the end of the meal he presents me with a hamper including wine, Parma hams and cheeses. This is all a bit overwhelming and in the back of my cynical British mind I am still wondering when it's all going to fall apart!

Next day they take me to the local transport office to find out how to export the car. They are helpful and there isn't any problem, particularly with the European Union. So next we agree the price. Well, I'm absolutely useless at buying cars and, given their hospitality, pay the asking price which I'm happy with. Great - I'm the proud owner of a Maserati 4.24v that is in Parma and registered in someone else's name.

This is where I expected the problems to start. Frankly, the whole process couldn't have been easier. Meridien gave me the name of a car transporter company who were excellent, the Italian vendor did all the export paperwork and it duly arrived at the Meridien workshops on 9 August - and they were pleasantly surprised by the condition. I went down to take a closer look and the guys went through the car bumper to bumper with me - it mainly required many years of servicing plus other wear and tear items such as a clutch to bring it back to new. From the service paperwork, which came with the car, it had covered only 5000 Kms in the last eleven years.

The finished product is now being registered and you can see from the photos that it really is a fine example that exceeded all my expectations. Once again I must say a big thank you to the guys at Meridien for their help for applying a rational thought when I couldn't.

Gerrard O'Driscoll

Maserati and Soldini to break Atlantic sailing records

Maserati is teaming up with world-renowned sailor Giovanni Soldini in an attempt to break three important and historic North Atlantic sailing records. FIAT chairman, John Elkann and the president of Yacht Club Italiano, Carlo Croce, introduced the challenge, where Soldini and his team of nine sailors will next year captain the Maserati yacht in an attempt to break the Cadiz-San Salvador (Bahamas), Miami-New York and New York-Lizard Point (UK) records.



The World Sailing Speed Record Council, the international body certifying the record times on the historic clipper routes, will monitor the three ocean course attempts.

"I am happy that two major companies have decided to approach the world of ocean sailing by supporting this important Italian enterprise," said Giovanni Soldini, who already has two circumnavigations and over 30 Atlantic crossings to his name.

"We intend to be the first Italian boat to set a record on an official WSSRC route and breaking the North Atlantic record has always been a lifelong dream of mine."

While the principal partner for the challenge is Maserati, whose name has been given to the boat, the challenge is co-sponsored by the Swiss bank BSI (Generali Group) and Generali itself. Maserati will fly the pennant of Yacht Club Italiano, which was founded in 1879 and is the oldest sailing club in the Mediterranean. "Maserati is lending its name to a boat that represents the synthesis of nautical technology and with which Soldini and his crew will attempt to break major ocean records," said Harald Wester, CEO of Maserati S.p.A.

Italian defence ministry orders 19 Maseratis

Italy may be in the midst of a savage austerity drive but that has not stopped defence ministry officials ordering a fleet of armoured Maseratis to ferry themselves around Rome.

The Italian Ministry of Defence is supposed to cut their budget by \$3.5 billion over the next three years, so when it came to buying some new cars to transport government officials, the ministry thoughtfully went for 19 top-of-the-line Maserati Quattroporte limousines, reports *The Telegraph*.

Italian defence minister Ignazio La Russa immediately came under fire for the purchase, but explained that the cars were acquired with funds from 2008-2009, before the massive cuts to his budget. "What's the problem? Maseratis are Italian and they cost less than their German equivalents", he added ... seriously. Italian officials are well known for their attachment to what are called colloquially "auto blu" - vast fleets of dark blue and black limousines that carve through traffic with flashing lights and police outriders

ANORAK'S CORNER



1. When discussing the Maserati Merak, what does 'Cruscotto Bora' mean?
2. What is a Bellagio?
3. What is Vittorie Maserati?
4. Why is 33 DYM a significant number plate on a Maserati?
5. What is a Tipo 419 Maserati?
6. Which motorcycle company became Maserati motorcycles?
7. Which 1960s Maserati had CEA Estintori emblazened across it?
8. What is La Dama Bianca?
9. What is a Maserati MT-3?

Answers on page 2.

Maserati sponsors polo



Maserati and La Martina, the prestigious Argentinean company specialising in polo equipment and clothing, renew their partnership. To celebrate this partnership, Maserati sponsored the Italian team during the European qualifiers for the Polo World Championship, which took place at the Villa Sesta Polo Club in Bucine, near the Tuscan town of Arezzo. The tournament was a prelude to the world finals, which were held in Argentina in October. Argentina won, Brazil was second, and Italy took third place after defeating England. It was the first time in the World Polo Championship that Italy achieved a podium. To seal this partnership, a line of "La Martina for Maserati" limited edition polo shirts is now available from La Martina's flagship stores, Maserati dealerships and online at www.maseratistore.com.

Maserati recalls GranTurismo S

Maserati in Spain is recalling the GranTurismo S Cambiocorsa because of a possible non-conformity of the gearbox, which may cause the gearbox and the rear wheels to lock. Action is being taken by Maserati Spain and the owners will be notified.





Goodwood

The Revival has become the world's most popular historic motor race meeting and the biggest historic motor racing party of the year. The Revival magnetism attracted around 30 sensational Maseratis built during the factory's racing golden era.



As always the Revival exceeded all expectations despite the rain on Sunday that just added to the excitement of the RAC Tourist Trophy Race. This started and finished in dry weather but had almost biblical lashings of rain in the middle. No running into the pits for a tyre change - they had to stay on their period Dunlop tyres despite some very scary high speed aquaplaning. A grid full of stars from Le Mans 24 hours, Indianapolis 500 and ex-Formula 1 drivers shared the multimillion pound grid of cars with the cream of historic racers.



Of course the real star was the Maserati Tipo 151 having its first race for nearly 50 years after a long rest in the Rosso Bianco Museum in Germany. Driven with tremendous skill by Derek Hill, the son of Phil Hill the American Formula 1 champion, and Joe Colasacco to take third place. The Tipo 151 is an unusual looking car that Chief Engineer Giulio Alfieri sculpted and refined in the wind tunnel at Milan University. It was fitted with the latest aerodynamic trends at the time including a Kamm tail and low set front hood, which required a huge front scoop to clear the engine stacks. With ample power, the slippery design hit 195 mph (314 kph) while testing at Monza. This car was one of the two cars supplied by the factory to Briggs Cunningham in 1962 with a 4-litre engine to compete at Le Mans.

The Fangio Trophy



At last the Club has replaced The Fangio Trophy, originally presented to the Club by Cameron Millar, after the previous trophy was lost several years ago. The proud recipient was David Bennett for campaigning his beautiful ex-Prince Bira A6GCM so successfully and consistently last season. The Trophy will be presented at the Silverstone Classic each year to the driver of the qualifying single seater with the most points, along with the Ray Fielding Rose Bowl for sports racing cars.

Angoulême



Photo: Andrew Green

Several members of the Club went over for this wonderful weekend race held on the streets of this charming hillside town in the Cognac region of France. There is a chance for spectators to participate in their own high-speed event around the surrounding villages. The locals cheer and wave if they like your car whilst picnicking beside the road ... and the Police turn a blind eye to all sorts of cars that are not street legal. With only one racing Maserati to support, all eyes were on the Bora. Owned and raced by Bernard Guenant, who purchased Andrew Green's Barchetta. M Guenant had permission from Jean Guikas to copy the Thepenier racing Bora, (chassis AM117/3000) which, in 1973, was built for the 24 Hour Le Mans.

Brands Hatch

If one racing Bora is not exciting enough, how about two? We have waited a long time for Graham Burgess to modify his road going Bora into a highly developed racecar. After his first race at Brands Hatch he improved by a second and a half over his practise time. He said "the guys supporting me said I get better and quicker each time I go out, so perhaps there is light at the end of the tunnel. The car got so many great comments from the spectators and other competitors, I felt very proud and very privileged to be racing it. There are some seriously quick boys out there, (some are instructors as well as racers), but I think the car has more to give, but the driver has a lot to learn! In the annals of Maserati racing history, I will only be a footnote at best, but I hope I didn't disgrace the Marque".



Photo: Jeff Bloxam



Historic racing cars of the Group C era will be featured in a support race run by Motor Racing Legends at next year's 24 Hours Le Mans, held on Saturday, 16 June 2012. The Group C cars last ran at Le Mans in 2010, when a front row of all Silk Cut Jaguars led a mind-boggling grid that included Spice, Sauber Mercedes, Nissan R88C and Porsche 962 among the front-runners.

Algarve Historic Festival

The Algarve Historic Festival in October 2011 saw multiple racing categories on track at the Algarve International Circuit at Portimão, with more than 300 participants making new history on the circuit. Racing classes included Historic Formula One; Pre-62 front engine Formula One and Pre-66 rear engine Formula One; Group C and IMSA GTP 1982-90; Pre-1966 Under 2-litre saloons; Pre-1972 Sport Prototypes; Pre-war sports cars; 1950s sports cars; Italian Historic Car Cup, among others. A slim Maserati presence with the 200Si of Wolf Zweifler and Matthias Ficht.



My Cooper Maserati's mechanical gremlins continued as an upper wishbone snapped while exiting the chicane at Goodwood Revival during qualifying. As a bespoke component and with no spares that was season over for me. Once the wishbone had snapped the magnesium rear upright shattered and then with nothing to support the magnesium wheel it damaged itself against the bodywork, destroying the tyre and so on ...

Please keep sending in your stories and photographs.

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



Advertising Rates

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'.

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.



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

Tipo 151 at Goodwood Revival

2002 Maserati 4200 Spyder



61,146 miles, 2 Door Convertible, Cambiocorsa, Mediterraneo Blue, MOT-03-2012, 3 Owners from new. Just had 2 year service by main dealer, all brand new Pirelli P-Zeros, wheels recently refurbished, full dealer service history - everything that has ever needed to be done has been done with no expense spared, including new clutch, replaced suspension parts, all faults have been ironed out and it drives beautifully. Excellent condition throughout. Satellite navigation, SKY-HOOK SUSPENSION, parking sensors, alarm, electric windows and folding mirrors, HEATED SEATS. Wonderful spec car. £19,850. Contact sophie.tidman@changebase.com

Maserati Ghibli 2.8



An early pre-abs car with 4-speed ZF Auto. Attractive combination of dark blue metallic (blu sera) with cream interior. Original hand bound over-mats in dark blue Wilton. Alarm, immobiliser, Kenwood stereo, Original books, tools, etc., and a full service history with 59,000 miles from new (rear timing chains replaced on schedule) Just finished an extensive re-commissioning after a period in storage with new tyres, brakes, battery, starter, air con, fuel lines and much, much, more. Dinitrol treated when new and in absolutely outstanding condition with quite remarkable paintwork and interior - probably one of the best surviving examples. Driving superbly with everything working as it should. New MOT. £9,495. More photos available on request or phone Greg Dyson for full details on 07980 681519.

1999 Quattroporte IV 3.2 V8 evoluzione

Automatic. Verdi Mexico, beige leather interior. Specification includes automatic transmission, climate control, active ride suspension, alloy wheels. First registered June 1999. Only 20,000 miles. One previous owner. Marinello history. Taxed and MOTd. Offers £8,995. Elstree. Tel. 07836 500061 or 0208 2076800.

Maserati by Orsini/Zagari

MASERATI, A complete history from 1929 to the Present, by Luigi Orsini and Franco Zagari. Printed in 1982 by Emmetigrafica, Milan, Italy for Libreria dell'Automobile, with dust jacket and slipcase. I've had the book since new and it is in first class condition (apart from some rubbing and a 3mm tear to top edge of the dust jacket at the back of book, hardly visible). For further details please contact David Colvin, Frome, Somerset, tel: 01373 454400, email: my.question@blueyonder.co.uk

Maserati Spyder Cambiocorsa



2002 Red Auto/Paddle shift, Full service history 29000 miles. Recent new front tyres and brakes. Cream leather interior, reversing sensors, folding mirrors and an all weather cover. Sale due to ill health and back operations. £18,000. Alan Evans, Peterborough. Tel. 01733 326808; email: agsm.evans@virgin.net

1993 Biturbo Spyder 2.8E auto



c/nbr ZAM33BOOLA190237. Metallic dark aquamarine with blue hood and cream leather and alcantara interior. Only 26,000 miles. 3 former owners. Originally supplied from new by Meridien to a famous sports personality. Main dealer and Autosshield service history. Comes with Maserati related personal plate, original still on retention. Immaculate condition - must be one of the best available - garaged and only comes out in the dry. Health reasons force reluctant sale. £10,950. Located in Essex. Contact Simon at dswade@aol.com

For sale Sebring

Sebring Series 2, 1965, LHD, sold new in Rome. Formerly owned by Club member. Very extensive mechanical rebuild by McGrath's. Bare metal respray in original colour in France. Last seen on IoM event in 2007 (2nd in concours). Previously on International in Interlaken in 2006 (folio of photos available). Extensive file of bills for work done. Exchanged in late 2007 by Club member for vintage Delage. Current French owner now wants to sell, asking 75,000 euros (not £s). Car is in Northern France. In first instance please contact Sir Peter Graham, 0033 555 686994 or pj.graham@wanadoo.fr

Sir Elton John's Maserati Quattroporte V



A unique opportunity to purchase a spectacular example of this beautiful model. Registered to Sir Elton 1 January 2005 and owned by him until I purchased it on 4 February 2010. It had only covered 3,500 miles from new until I bought it! Mileage now is only just over 10k. Massive specification as you would expect. Although the photo makes the colour look almost black it is in fact Verdi deep emerald, a stunning metallic flake green which just sparkles when polished and in the sun. Very tasteful biscuit (cuoio) leather interior and rosewood veneer.

The V5 shows 'Sir Elton John' as the original owner. There is also the original Maserati welcome letter to 'Mr John' together with an unused personal 24hr concierge 'credit style' card with Elton's name on. Also included was a personal gift of a matching leather covered key tray in a gift box. Also some press cuttings I collected at the time. This car made the national press at the time and featured in several newspapers.

Specification as follows: 4.2 litre V8, 400BHP; Superbly smooth duo select paddleshift gearbox; Optional 19" alloys & aluminium brake calipers; Entertainment system - TV, DVD, games input, remote; Maserati fit rear TV screen & console; 2 pairs Blaupunkt headphones; Satellite navigation; Bose surround sound, 6 CD autochanger; Electric memory front seats; Electric rear seats, aircooled & heated; Rear seat massagers; Rear side privacy blinds; Rear window electric privacy blind; Electric glass sunroof; Double glazed; Rear parking sensors; Electrically adjustable mirrors; Headlight washers; Xenon headlights; Front armrest fridge; Rear seat picnic trays; Unused toolkit; Maserati tyre inflator; Battery conditioner; Soft custom car cover; Carpets & interior as new, (overmats always used); All manuals, full Maserati service history; 4 excellent Pirelli PZero's, minimal wear; Unmarked alloys, never kerbed! The front nose of the car and edge of bonnet was vinyl wrapped to prevent stone chipping.

This car is as close to a new car as you can buy in truly unmarked stunning condition with a unique heritage which makes this very collectable. Always garaged, hardly used and totally cherished. Drives like a new car, perfect in every respect. Reluctant sale due to other priorities! Taxed until December 2011. MOT until Feb 2012. Last service Feb 2011. You can buy cheaper but you will not buy a better one. £35,000. Sorry, no offers as I will keep it if asking price not achieved! Private plate not included. Any questions welcomed, please email or call me. stevehud@sky.com, 07767 444555.

2005 Maserati 4200 Coupe CambioCorsa -15k miles - £21,950

Sebring Blue metallic with Avorio leather, navy carpets, black leather lower door panels and parcel shelf with white stitching. Facelift model with only 15,100 miles. One previous private owner. Tax to Feb 2012, MOT to April. 18 inch 7 spoke alloys with recent Michelin Pilot Sport tyres. Maserati info centre with Sat Nav, GSM phone, radio and CD autochanger. Climate control, heated electric memory seats, parking sensors, cruise control, red callipers, Skyhook suspension, etc. Supplied and serviced by H R Owen at 5,933, 10,889 and 12,305 miles. Last service at 14,080 miles.

This is a superb and much admired car which drives and looks like new. Complete with impeccable history /provenance, and with full documents, cards and keys. It took me over a year's search to find such a jewel and, due to health problems, it is unexpectedly and reluctantly offered for sale after 2 years of very enjoyable and trouble-free ownership. Phone Bryan on 0115 9283636 or email bryalex@btinternet.com

2007 Maserati Quattroporte Sport GT

Auto/Paddles. For sale in London. One owner from new. Main dealer FSH. Recent service MOT Road Tax. Blue with cream interior - 25,000 miles. Excellent condition. MAZ number plate included £28,000 for quick sale. Contact Charles@dbcg.co.uk

SPARES

Tyres for sale

2 new tyres for sale. QP55 plate original fitment. Front - Pirelli P-ZERO, Direzionale 245/40 ZR19 (98Y). Rear - Pirelli P-ZERO Asymmetric 285/35 ZR19 (99Y) - (no longer manufactured). Never fitted and brand new (no wheels). £400 for both. Collect RG26 or pay shipping. David Allen: 07917732421, rdfallen@btinternet.com

1991 222 SE breaking for spares

It's been standing for too long and beyond economical repair now. The body is totally shot, front wings etc., so the only way is for it to be broken (sad day) as it was my first Maserati. The car is RHD, silver, manual with all parts available at present: engine, gearbox, interior, panels, lights, etc. Contact: Philip Beal, High Wycombe, e-mail philmaserati@gmail.com

www.countyclassics.net



A quality selection of classic and sportscars for sale and wanted. We can sell your classic car for you from our new 20-car showroom in Cheltenham. Please call Andy Lerry to discuss. Tel 01452 730545 or 07595 218406.

Maserati Literature

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

Archivio Maserati £150.00
Regalia pulls it off again! We have sourced another copy of this collection of facsimile documents, catalogues & drawings. **Just the one**

Birdcage to Supercage £48.00
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. **Back in stock, almost 1/2 price**

Italian Racing Red £27.00
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.

Maserati - Haynes Classic Car Series £26.00
This is an essential addition to the Haynes 'Classic Makes' series, blending history and technical information with driving impressions and buying hints. **Hot off the press**

Maserati 300S £98.00
Walter Baumer's massive and authoritative tome on the most glorious sports racer of them all! Full of photos, many never published before, all the known cars have their racing history recounted. Comes in its own slip case. The definitive study! Essential for all racing enthusiasts.

Maserati Cars 1957 - 1970 £14.50
A Brooklands portfolio compilation of articles on road cars. Cover photos by our own Dave Smith. Paperback.

Maserati Cars 1971 - 1982 £14.50
A Brooklands portfolio compilation of articles on road cars. Cover photos by our own Dave Smith. Paperback.

Maserati Cars 1982 - 1998 £14.50
A Brooklands portfolio compilation of articles on road cars. Cover photos by our own Dave Smith. Paperback.

Maserati Cars, Ultimate Portfolio 1999 - 2007 £22.50
Excellent Brooklands compilation of articles on road cars covering all models from QP4 to GranTurismo in glorious technicolour. Best quality compilation book around. Inc p&p.



Maserati, The Road Cars 1981 - 1997 £15.00
By John Price Williams. A very useful history/study of all the Biturbo variants. Includes p&p.

Maserati Spyder & Coupe £29.50
Another lovely celebration of these modern era cars by Automobilia. Astonishing value with a fascinating chapter offering Giugiaro's insight into design. **Back in stock**

Red-Hot Rivals, Ferrari vs Maserati £32.00
Karl Ludvigsen chronicles the drama, personalities, crises and casualties of this famous home-town rivalry, 336 pages & 425 illustrations. A grippingly good read!

Maserati Tipo 60 and 61 - magnificent front-engined Birdcage £98.00
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.

Maserati Media:

Famous Race Cars, DVD £7.50
Great film showing such racing marques as Alfa Romeo, Bentley, Ferrari, Maserati, Auto Union, Mercedes and others in action. **NEW LINE - Hot out of the pits**

Racing Through Time, Maserati, DVD £10.00
Documentary tracing the history of our favourite racing marque including archive footage. **Back in stock**

Trident Binder £11.50
Treasure your Trident with beautiful blue binders holding 12 issues. **Back in stock**

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 Epszajn: email: regalia@maseraticlub.co.uk Tel / Fax: 020 8995 9995

All photographs credit to Maserati Media Centre unless stated otherwise.

Disclaimer and Contact Address.

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

Articles and news items on Maserati related topics are welcome. Please address contributions to: Mary Pole, The Editor, 36 Lache Lane, Chester, CH4 7LR. Email: newsletter@maseraticlub.co.uk Copy deadline for the January/February issue is 9th January 2012.