



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 2012

23 September 2012
Kent Classic Car Show
Aylesford Priory
Contact Geoff Martin
WWW.KENTSCCLASSICCARSHOW.CO.UK

23 September 2012
Trofeo World Series
Infineon Raceway

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

4th October 2012
H&H Auctions
The Imperial War Museum
www.classic-auctions.com

6th October 2012
Autumn Classic Weekend
Prescott
www.prescott-hillclimb.com

7 October 2012
F1 Grand Prix – Japan (Suzuka)

13-14 October 2012
Masters at Donington
Donington Park
Contact Hamish Cooke
01908-587545

14 October 2012
F1 Grand Prix – Korea (Yeongam)

14th October 2012
Brooklands Autumn Motorsport Day
Phil Ward 0845 463 1246
gbpromotions@virginmedia.com
www.brooklandsmuseum.com

October 2012

18-21 October 2012
Historic Festival, Portimao
www.fseventos.pt

20th October 2012
HSCC Silverstone
Finals Meeting
www.hsc.org.uk

20th October 2012
Autodromo Enzo e Dino Ferrari
Imola, Italy
www.hgpca.net/

23rd October
H&H Auctions
Imperial War Museum
Duxford

27th October
VSCC Autumn Sprint
Goodwood
www.vsc.org.uk

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

28th October 2012
Brooklands Classic Breakfast
www.brooklandsmuseum.com

31st October 2012
H&H Auctions
The Pavilion Gardens,
Buxton

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)

4th November 2012
London to Brighton
Veteran Car Run
www.veterancarrun.com

November 2012

4 November 2012
Trofeo World Series
Shanghai

16-18 November 2012
Classic Motor Show
NEC, Birmingham

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

24th November 2012
Historics@Brooklands
Classic Car Auction
www.brooklandsmuseum.com

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

28th Nov - 2nd Dec
Bahamas Speed Week Revival
www.bahamasspeedweek.com

29th November 2012
International Historic
Motoring Awards
Renaissance Hotel
St. Pancras, London
www.historicmotoringawards.com
traci_mclean@dennis.co.uk
020 7907 6329

December 2012

5th December 2012
H&H Auctions
Newbury Racecourse

7 December 2012
Christmas Dinner
Royal Garden Hotel, Kensington
Contact: Gail Mosley,
gmosley@ashleyhouseplc.com

May 2013

1-8 May 2013
Cameron Millar Spring
Meeting
Northern Spain
Contact Roger & Sarah Lucas
besleybarn@gmail.com

June 2013

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

August 2013

3 - 4 August 2013
Castle Hill Car Festival
South Molton
www.castlehillcarfestival.co.uk

4th August 2013
Yes Summer Garden Party
Dering Arms, Pluckley
Jim Buss
jim@deringarms.com

September 2013

27 - 29 September 2013
Cotswold Tour,
Autumn Meeting
Barcelo Billesley Manor
Contact Douglas & Elizabeth Lowndes
douglas.lowndes@sky.com

Silverstone!



Silverstone Classic in July each year is an event not to be missed. There are at least 20 races over 3 days and so many Classic Cars on display that even after 3 days, you never get round to seeing them all! Plus the auto stalls selling all manner of enticing gear.

Photo by Dave Smith



Trophy presentation to Adam Painter



Fangio Trophy presentation

It started back in 1990 when I helped setup the club display in a marquee at the back of the Woodcote grandstand. We were then supported by the Maserati Concessionaires from Leeds with their Motorhome. Except for a couple of years, I have been involved with setting up the display for the club and arranging to get some very special Maseratis as centre pieces from generous club members. Over the years we have had differing locations, some on grass, some on tarmac and once around a pond after heavy rain had flooded the area!

This year the "A" Team (Keith Davies, Dave Smith, Peter Wood & I) turned up on Thursday to setup the display area etc. My thanks go to Andy Heywood for looking after the hotel bookings and liaising with Silverstone.



Photo by Graham Wood



Photo by Edwin Faulkner

Every day, we had a good cross section of classic and modern Maseratis on display, on Saturday we had so many we had to double park.

Thanks goes to Maserati GB for supplying the Marquee, table and chairs, it was very much appreciated. Thank you to all members who brought their Maseratis to put on the display.

Edwin Faulkner

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Copy Dates

Editorial and advertisements for the Nov/Dec issue should be in by 1st Nov 2012

Make contact

newsletter@maseraticlub.co.uk



Articles and news items on Maserati related topics are welcome. Please address contributions to: Henry McNeill, The Editor, 15 The Crofts, Upper Halliford Green, Shepperton TW17 8SD. Email: newsletter@maseraticlub.co.uk Copy deadline for the Nov/Dec issue is 1st Nov 2012.



Editor's Agenda

After complete sports saturation this summer, life is getting back to normal. Olympics over and back to school. The autumn season is upon us. The Lake District Autumn Meeting will be in full swing by the time you read this and the Classic Car Show at the NEC just over a month away. And then Christmas...

Enclosed are two booking forms, one for the Christmas Dinner run by Gail Mosley and a second from Edwin Falkner for Highland Fling II. Please book as soon as possible.

Believe it or not, Italians make sporting machines other than cars. Bradley Wiggins, Mark Cavendish and the rest of Team Sky have been powered to success on their Pinarello bikes. The Sky Team had over 100 of them to support their Tour de France campaign. These are wonderfully made machines and their website is worth a gander: www.pinarello.com.

It would be great to get contributions from all members of the club. If you have a photo and a few paragraphs to write about an event, do please send it to me. Anything longer will go into the Trident magazine. This month we have Readers Cars and an introduction from our new Finance Supremo.

New Members will have the option to provide a few sentences to introduce themselves. Already existing members can also send me their introductions should they feel the urge to do so. I am sure you can think of something interesting!

**Happy Maserati motoring
Caio, Henry McNeill, September 2012**



Henry McNeill,
newsletter@maseraticlub.co.uk

The Chairman Writes

By Nick Heywood-Waddington

As I write this it is already the last day of summer and autumn has made itself felt this morning with a chill in the air. The wind and the rain have both done their best to keep us off the roads but ever stalwart Maserati owners have done their best to stay on the roads as shown by the great support at Silverstone in July and in August at Jim Buss's annual jazz and food get-together in Kent where there was a record attendance of cars. Both events and more are covered elsewhere in the Newsletter. Salon Privé, the Goodwood Revival and our Autumn Meeting in the Lakes are now almost upon us and, with many other events happening, September is looking a bit crowded.

At the committee meeting in August I picked up on the themes I drew attention to in the last Newsletter which we took into account in formulating the Committee's objectives for the next few years. The challenges we face are not particular to our Club; many other clubs face similar challenges reflecting the current economic environment. What business does not now consider how to "do more with less"? Our finances, though strong, have been gently eroded by small losses in recent years as costs, postage for example, have risen inexorably. Small losses are sustainable but not desirable and the Committee agreed that we should bear three objectives in mind:

- **A modest increase in the membership back to a base of 650 members**
- **A widening of the participation of members in club events and activities**
- **Keeping costs down without compromising the quality of the club's services**

So how are we going to do that? During the two months prior to the next Committee meeting, Committee members will consider precisely that question and generate ideas for discussion which would allow us to prioritise a limited number of key things we should act on. In my last note for this Newsletter I asked all members if they would share any thoughts they have with Committee members and I would like to repeat that request now. The wider the source of ideas the richer they will be. Members can really help to achieve our objectives by sharing their ideas and keeping the club as responsive as possible to members' wishes within the limits of the Club's resources - essentially the voluntary commitment of time and energy by club members. Please write in with your views and help the Committee help you.

An introduction from our Finance Supremo

By Jerry Hutton

It was at the Silverstone Classic meeting last year in the bar of the Bell Hotel in Winslow that the then Chairman, Brian Harris and I were chatting. At some point during our conversation he asked me if I would consider joining the committee of the Maserati Club. His timing was impeccable, having spent the day watching glorious 50s and 60s machinery at the magnificent new Silverstone circuit and relaxed with a glass or two of something inside me I was of course honoured to be invited to join such an distinguished body. It only gradually dawned on me that the role I was being offered was that of Treasurer and only after a conversation with Dick Pole that I realised this involved a bit more than showing up at a meeting once in a while! However, since that meeting in July 2011 I have attended each committee meeting and with the help of Brian and Dick picked up the reins as treasurer and since the AGM in June and my formal appointment I have now taken over full responsibility from Dick and I remain honoured to have been asked to serve.

I have been a classic car enthusiast ever since I started driving, although at first it was mostly out of necessity that I drove "classic" cars! After learning to drive in Mum's Triumph Dolomite my first car was a 1972 Triumph Spitfire that I bought just after my eighteenth birthday in 1984. Another car I have fond memories of was a TVR Vixen that I bought a couple of years later whilst a student at Aston University, Birmingham when studying for my engineering degree. I married Clare in 1990 and inflicted my passion for old cars on her, she has been unbelievably supportive (she said "stupid" over my shoulder as I typed), even agreeing to be my navigator on historic road rallies which eventually resulted in us winning a Historic Rally Car Register national championship in 1995. Although other cars came and went the TVR stayed with us until 1999 when I started looking for something a bit more "grown up". Ian Calvert, a work colleague and very good friend who happened to be a Maserati enthusiast (bi-turbo and QP4 owner) lent me his copy of the Richard Crump & Rob de la Rive Box Maserati book. Turning the pages and drooling over the exotica within I came across the Tipo 101/10 Sebring, a car that until then I was completely unaware of. The more I thought about the Sebring the more I wanted one and specifically the beautiful Series 2. The TVR was sold, I joined the Maserati Club and the search began. I managed to acquire a rather tired and neglected 1965 Series 2 in early 2000 (some say it still is!). I can't say our relationship has been without trauma but I have been using the car for club and other events (including some historic road rallying) and gradually improving her ever since. A couple of years ago a 4200CC joined the Sebring and the Triumph TR4 rally car which is enough for now.

I would like to thank Brian and Dick for the support they have given me as I have taken on this role and would also like to reiterate Nick Heywood-Waddington's request to members to give us your feedback and ideas.



Jerry Hutton

Readers Cars

Ewan Clark and my Ghibli Cup

Here's a picture of my Cup, after a Swissvax detailing at Emblem Sports Cars in Poole. As you can see, it's running on 3200 wheels at the moment, as the split-rim Speedline wheels need refurbishing and new tyres. That might be a project for the winter, so the car can be back to original spec in time for next summer.



Having owned but sold two modern Ghibli's in the past I'd had my eye out for a Cup for quite a while. But they appear on the market at a glacial rate - one car a year at best - so if you are a "picky" buyer looking for a Cup, you have to be prepared to wait. This one was owned by a true enthusiast and with an extensive history from the original supplying dealer (Meridien Modena) I couldn't pass it up. And unlike my last QPV, it has the bonus feature of actually fitting in my garage.

Maserati on the Web

- The Club has a Dropbox folder where you can post photographs. Please contact me for access, newsletter@maseraticlub.co.uk
- Maserati on Twitter: @MaseratiNews and @Maserati_HQ, lots of news tweets, www.twitter.com
- Maserati on Facebook: www.facebook.com/Maserati
- Maserati racing & Trofeo World Series: www.maseraticorse.com
- Maserati Store, things to buy with a Trident: www.maseratistore.com/en/
- Pinterest, an online pinboard with great photographs: www.pinterest.com and search for Maserati
- Does a Maserati make you look more attractive? <http://tyneandwear.sky.com/news/article/37171>

Jim Buss's Maserati Summer Party

By Derek Mills

Photos by Graham Wood

The summer party on Sunday 5th August was a great success, even the weather was kind. About 80 members and enthusiasts attended the party at the Dering Arms in the village of Pluckley, hosted by Jim and Penny Buss. They treated us all to delicious canapés followed by a buffet accompanied by champagne and wines. The atmosphere was perfect for a fun get together, with a jazz quartet serenading the inevitable tyre kicking. There seemed to be something to amuse everyone on the green outside The Dering Arms. Once again, a big thank you to our hosts Jim & Penny.



The New Who's who

New Committee

President: Alexander Fyshe
 Vice-President: Sir Drummond Bone vice-president@maseraticlub.co.uk
 Chairman: Nick Heywood-Waddington chairman@maseraticlub.co.uk
 Secretary: Ken Painter secretary@maseraticlub.co.uk
 Treasurer: Jerry Hutton treasurer@maseraticlub.co.uk
 Trident editor: Geoff Lancaster trident@maseraticlub.co.uk
 Books, manuals & archive: Roger Epszajn regalia@maseraticlub.co.uk
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 Events co-ordinator: Derek Mills events@maseraticlub.co.uk
 Publishing: Andy Heywood publisher@maseraticlub.co.uk
 Racing News: Michael O'Shea racingnews@maseraticlub.co.uk
 Newsletter editor: Henry McNeill 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

Readers Articles

John Cochrane, the overall event winner of the Cameron Millar Spring Meeting to Ireland this year had his Merak under the microscope in the August issue of Classic and Sports Car magazine. John told me this came about through a tenuous and coincidental crossing of paths a few years ago with the writer of the article, Malcolm McKay over the subject of him possibly purchasing his ebay-advertised car transporter, which he didn't in the end. He happened to live reasonably local to John; this was followed by John receiving a phone call from him a couple of years later (actually, whilst we were in Wexford!) after he remembered their incidental discussion (at the time) about the Merak, and it being a nice, very original example. Presumably, someone at C&SC decided that it was time to run a Buyers' Guide on the Merak and he happened to still have John's phone number in his address book. Being local to him made things easy. At the time they initially crossed paths, he mentioned that he 'did some writing about classic cars' but John don't recall being aware that it was for mainstream magazines. They had a mutual classic car habit and so had a common theme on which to hold a conversation outside of the reason they'd initially met up. The rest was just arrangements.

Welcome to the Club

Membership on 31st August 2012 stood at **578**, this time last year the figure was 601.

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

| Name | Membership Number | Area | Car |
|-----------------|-------------------|-------------|-------------|
| Andrew Field | 4716 | Dorset | Q'porte Mk5 |
| Ian Turner | 4779 | Gloucs. | Spyder CC |
| Robbie Hollands | 4780 | East Sussex | - |
| Leon Unger | 4781 | London | - |

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

Dave Smith, Club Administrator.

Phone/fax: 01494 717 701, email: admin@maseraticlub.co.uk

Maserati Club 'Black Tie' Christmas Dinner

Friday 7th December 2012 at 7pm

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

This year's Christmas celebration will commence with a reception in the Lancaster Suite, followed by a three-course dinner including wine and a cheese platter. Carriages at midnight although 'Bertie's Bar' is open to all residents and their guests until dawn! To reserve your place at the Christmas Dinner, please complete the booking form enclosed with this Newsletter and send your cheque for £70 per person to: **Gail Mosley, Deedas Cottage, Manor Street, Dittisham, Devon TQ6 0EX**
Tel: 01803 722633 Mobile: 07710 740 812 or e-mail: deedas1@hotmail.co.uk

On a "first come, first served" basis, and on application directly to the hotel, accommodation at the Royal Garden Hotel will be available, at a special rate, to Maserati Members and their guests. Parking is available under the hotel between 6pm and 8am. For room reservations and directions call: 0207 937 8000 or visit www.royalgardenhotel.co.uk. For a slightly cheaper alternative and very close by, Gail suggests The Kensington House Hotel on www.kenhouse.com. The room rate also includes a continental breakfast.



Classic Motor Show

NEC, Birmingham

INVITATION
to come and help celebrate the Club's 40th Birthday at this year's Classic Motor Show at the NEC, Birmingham on 16, 17, 18 November

Volunteers are invited to come and help man the Club's stand at this year's Classic Motor Show which this year focuses on the Club's 40th anniversary with a mouth-watering selection of cars from the Seventies.

This year volunteers will once again be scheduled to be on our stand for either a morning or an afternoon, allowing plenty of time to see the show – for FREE!

If you can spare a day or two – especially on the Saturday and Sunday - please pledge your support as soon as possible by emailing Jim Hunt at Jim.Hunt@SpishSplash.demon.co.uk or Peter Holmes at ph.kerfield@btiscali.co.uk and indicate your preferred day/s and morning or afternoon.

Club Exclusive Ticket Deal!
"Advance Offer" Book today - Save £'s & beat the queues!

16 17 18 NOV
The Footman James
Classic Motor Show
The NEC, Birmingham

Call or book online **0871 230 1088**
www.necclassicismotorshow.com

Over 1500 Amazing Classic Cars

Club Single £16.50 Quote code 2012SC • Club Family £35.00 Quote code 2012FC

Cars for Sale | Live Stage | Auction | Restoration Theatre | Autojumble | 100s of Trade Stands | Dream Bides

London to Brighton Veteran Car Run

4 November 2012 www.veterancarrun.com/

The Royal Automobile Club is hosting the world's oldest motoring event, the annual London to Brighton Veteran Car Run, on Sunday 4 November 2012. One of those who has taken part in many London to Brighton Veteran Car Runs is club member Nick Mason – the drummer with legendary rock band Pink Floyd. Nick has taken part every year since 1985 and only failed to finish on two occasions. This November he will once again be on the start line in London with the 5-litre Panhard of 1901 vintage owned by his company Ten Tenths Limited.

Mason says: "My passion for cars and motor racing predates any involvement with music. My father, a director for Shell's documentary film unit, used to take me in his 4 1/2 litre Bentley to the vintage car events he was competing in, and some of my happiest childhood memories include the smell of leather, hot oil and blended racing fuels, accompanying the ticking sound of hot metal."

Brooklands Autumn Motorsport Day

14 October 2012 www.brooklands.com

A repeat of last year's successful inaugural event. Competition cars from all ages will be put through their paces on the adjacent Mercedes-Benz World test track. Selected cars will also run up the demanding Brooklands test hill. Visitors can expect to see a wide variety of competition cars including Formula 1, F5000, GTs and Touring cars and Group B rally cars. This is the only venue in the UK where visitors can get really close to the action.

Although Italian cars are a feature of this event, there are plenty of other vehicles to see and hear. For example, in 2011 we had the ex-Nelson Piquet F1 Benetton on track accompanied by a Group B Metro 6R4 and the monster, record breaking Napier Railton. So, there is something for everyone. Latest news is that there will be an area set aside for Italian car clubs. This is a great late season opportunity to display your car.

If you have an interesting competition car and would like to take part in the activities, please apply to the organisers at: gbpromotions@virginmedia.com.

Maserati Club Highland Fling II

Isle of Mull & Scottish Tour, 22nd – 29th June 2013

"Highland Fling II" will be a relaxing 8 day Touring Holiday of the Isle of Mull & Scotland, with no competitions or quizzes, with two free days to do as you wish, and 1 day on a Steam Train.

- Saturday 22nd June - Check-in to the Rosslea Hall Hotel in Rhu, overlooking the Firth of Clyde and Gare Loch for Two nights, and then collect your "Highland Fling II" Tour/holiday packs, before meeting fellow entrants.
- Sunday 23rd June - A Free Day to do as you wish, i.e. explore Rhu & Helensburgh, Cruise Loch Lomond, Visit Balloch Marina, or take a short scenic drive, or do your own thing.
- Monday 24th June - Today we follow the planned route to the wonderful Western Isles Hotel in Tobermory, on The Isle of Mull, via, Loch Long, Loch Fyne, Lochgilphead, The Crinan Canal, Loch Craignish, Loch Melfort, Loch Feochan, and Oban where we catch the Ferry to the Isle of Mull and then drive on to our hotel in Tobermory, where we spend Two full days & Three nights.
- Tuesday 25th June - After a leisurely breakfast we take you on a spectacular car drive around Mull through, Salen, Lochdonhead, Glen More, Loch Scridain, Loch na Keal, Loch Tuath, Calgary Bay with its Golden sandy beach, Dervaig.
- Wednesday 26th June - A free day to do as you wish. Visit Glengorm Castle, explore Tobermory, go for a walk, go Eagle and Otter spotting etc. or do your own thing.
- Thursday 27th June - Today we leave the Isle of Mull by ferry to the Ardnamurchan peninsular and on to The Moorings Hotel at Banavie, Fort William which is located by the side of the Caledonian Canal with 8 Locks (called Neptune's Staircase), (where we are for Two nights), via Loch Mudle, Glenborrodale, (there is a RSPB site here), Salen, Strontian, Ardgour, Loch Linnhe, Loch Eil, Kinlocheil, and Corpach.
- Friday 28th June - No cars today as we take a Steam Train Trip from Fort William to Mallaig, in the World Famous Jacobite train on the West Highland Line, over the Glenfinnan Viaduct, with spectacular views & scenery, and have a fresh fish lunch in Mallaig, we return on the train for a stroll by Neptune's Staircase (Caledonian Canal locks). See www.westcoastrailways.co.uk/jacobite/jacobite_details.html.
- Saturday 29th June - We leave Fort William for our last hotel the Atholl Palace in Pitlochry. We travel via Glencoe, Rannoch Moor, Tyndrum, Crainlarich, Killin, Loch Tay, Ben Lawers, Glen Lyon, Fortingall, Loch Tummel and Killiecrankie.

The cost is £1995 per couple, which includes:- Car Ferry Crossings, Steam Train, Full Scottish Breakfast, Table d'hote Dinner which includes Wine each night, Champagne Receptions, plus full instructions, a Tour Plaque, Road book and 2013 Road Atlas etc.

Pam and Edwin went to the Isle of Mull and Scotland in the last two weeks of June to carry out a final recce and all is now set for a fabulous Tour. If you are interested in this Tour then please email Edwin at the address below, no deposit required at this stage.

Edwin J Faulkner, Tel: 01624 822622, email: ejf@manx.net

Cameron Millar Spring Meeting 2013

Northern Spain, 30th April – 7th May 2013

The Maserati Club tour of Northern Spain starts at Portsmouth on Tuesday 30th April (one day earlier than previously announced) on the 1715 hours sailing to Santander. There will be a choice of cabins on board (from inside two berth to luxury Commodore) for our cruise to Spain arriving Wednesday 1st May at 1815 hours. Dinner is included each way on the ferry. On arrival it is an easy drive to our first night's stop at the Parador de Cangas, a four star luxury hotel in a 12th Century monastery, declared a national monument in 1907.

Thursday 2nd May will see us drive 90 miles through the Picos de Europa – this is a wonderful route through mountain passes, the highest being 1609m. For the most part the road has a good surface, narrow in places but with very little traffic and spectacular scenery. Our second night stop is the modern three star Parador Fuente Dé, high up in the Picos with lovely views down the valley and the possibility of an impressive cable car ride to the mountain top (weather permitting).

On Friday 3rd May our drive of some 150 miles is a longer day across country to Santo Domingo de Calzada. En route we will enjoy a tapas lunch together at the Parador Cervera de Pisuega, with wonderful panoramic views from the terrace. We'll stay for two nights in Santo Domingo at the Parador de Santo Domingo Bernardo de Fresneda, a three star hotel in a restored convent located on the renowned pilgrimage route to Santiago de Compostela.

This is the Rioja wine region and a gentle day will be spent exploring, with lunch on the terrace at the astonishing Marques de Riscal winery, designed by Frank O Gehry, also responsible for the Guggenheim Museum in Bilbao. On our return to our hotel in the afternoon there should be time for you to stroll and soak up the atmosphere in the ancient walled town of Santo Domingo.

On Sunday 5th May we plan a morning drive over meandering roads leading to an amazing hilly section before the last 30 miles on the autoroute into San Sebastian in time for lunch and a lazy afternoon discovering this fascinating city. Alternatively you could make a detour to Bilbao and the Guggenheim Museum. Our choice of hotel in San Sebastian has yet to be finalised but rest assured, it will be a fitting venue for our farewell dinner!

Our last day in Spain is Monday 6th May when we will have an easy drive along the coastal autoroute to Santander to catch the 1515hrs ferry. We are scheduled to arrive in Portsmouth on Tuesday 7th May at 1415 hours.

Please note that the detailed itinerary and booking form will be sent only to those who have registered their interest with Roger and Sarah Lucas at besleybarn@gmail.com. The inclusive cost for the seven night tour is estimated at £1,150 per person with supplements for superior cabins on the ferry. This includes dinner (with wine) each evening and accommodation in twin or double en suite guest rooms. Single occupancy rooms are available at a supplement. Lunch is included on two days.

Our principal sponsor, Bill McGrath Maserati is providing assistance en route and we hope this will encourage those with classic Maserati cars to join us in Spain.

Principal sponsor Bill McGrath Maserati



International Historic Motoring Awards

29 November 2012

www.historicmotoringawards.com/

Five-times Le Mans winner, triple Daytona winner and double World Sports Car Champion Derek Bell MBE will act as Master of Ceremonies on November 29th, when leading figures from the international historic motoring world gather in London to honour the winners of the International Historic Motoring Awards, in association with EFG International private bank and Octane magazine, at a gala celebration at the spectacular St. Pancras Renaissance Hotel. Tickets for this very special event are available at £150 per person (plus VAT), and £1500 per table of ten (plus VAT). All include a three-course meal with wine.

REPORTS

Khamsin Quaranta

Burgundy, near Dijon, France, 22nd – 23rd August 2012

Organized by author Marc Sonnery of the Maserati Khamsin Registry and Eau Rouge Publishing, the 40 year celebration of the Khamsin in Burgundy near Dijon went like a charm. Perfect weather greeted 27 Khamsins and 60 participants from all over Europe, from as far as Norway and Austria.

A scenic 200km Tour de Bourgogne took on great roads and picturesque villages. A visit of Abbaye de Fontenay, with lunch in the gardens, of the Pommard winery before a private evening at Hospices de Beaune where guest star Marcello Gandini arrived.

The surprise presentation of the prototype Khamsin AM120.004, the 1972 Turin salon world premiere car was just finished in time for the event. Back in gold after 30 years being black was a highlight. With its designer and Maserati's legendary Ermanno Cozza (he has worked 60 years for the Trident) unveiling it together to cheers and applause. Its owner Wil van Lierop then gave Gandini color matched gold Dutch tree shoes (!) and the designer signed the dashboard for him. Dinner on site followed.

Saturday included a short scenic drive to Chateau de Savigny les Beaune to meet the Maserati Club France and see the displays of bikes, cars and military jets. Then it was back to host hotel Chateau de Gilly for the lunch and Concours where Maserati Classiche's Cozza and his successor Fabio Collina judged the cars. The awards at the gala dinner went to Rolf Versen Germany for best preservation, Alberto Caprari, Italy (from Modena actually!) for best restoration, while best of show went to London based Belgian Pascal Maeter. Sunday's Chateau de Meursault visit ended the program.

Only 3 Khamsins were trailered and despite rare minor glitches all arrived, took part and drove home reliably. A wonderfully cohesive group made it truly special.

Cars Wanted For Ultimate Driving Challenge

22-23 September 2012

We are looking for interesting, unique and jaw dropping cars to film and feature in a new automotive programme. If you think your car has the best modifications or you have tuned the engine to the limit we want to hear from you.

Our team will professionally review your pride and joy and then let you face off against another car in three high powered driving tests, putting the cars acceleration and handling under the spotlight before letting you race head to head at the world famous Santa Pod Raceway.

Whether you drive a high performance supercar, a majorly modded hot hatch or a lump of junk that leaves everyone else standing at the lights- we want to hear about your car!

If you think your car has what it takes to make it to the top of our nationwide leader board then get in touch with us and tell us who you are and a picture of what you drive.

Send you details to; Amy.Bateson@Bullseyetv.co.uk



Maserati for Meningitis Trust

Club member Bob Amato recently hosted a pizza party in the garden of his Manchester home and generously donated the proceeds of the evening to the Meningitis Trust. A total of £180 was collected. In spite of typical 2012 summer weather (rain, a bit more rain and then a rainbow), the evening was a great success and hugely enjoyed by those Club members attending. DIY pizzas were 'dish of the day' with Nigel Lawford's Chilli Challenge hot enough to bring tears to the eyes. Bob's novelty Chocolate Pizza was treated with a great deal of suspicion but we were all made to try a bit and had to agree it weren't half bad!

Many thanks to Bob for his generosity and hospitality.



Nigel and Pat Lawford, Mary Pole, Edwin Faulkner

Book Reviews

Maserati - The Citroen Years 1968 - 1975 by Marc Sonnerly

http://www.eaurougepublishing.com/books/detail/maserati_the_citroen_years

Due for publication in the late summer 2012, the full story of the Citroën Era at Maserati is brought to life by Marc Sonnerly, author of 'The Ferrari Breadvan.' This is the definitive book on the Maserati Khamsin, Bora & Merak, plus a special section on the Citroën SM project, the Ligier JS2 and more.

The least documented era of Maserati's history, the Citroën period of Maserati ownership, is also the most misunderstood...until now, thanks to this book with many years in the making.

It started with immense promise as the venerable Modenese firm, previously in dire financial straits, was modernised and reorganised, the clearest evidence being the replacement of obsolete models using old fashioned technology, firstly with the cutting edge Bora, the most advanced and accomplished of all the first generation mid engine GT cars, then with the Khamsin, the most sophisticated and brilliantly competent front engine GT car of the seventies, and lastly with the Merak, which afforded excellent handling and a beautiful shape to a whole new group of Maserati buyers.

Using new and previously unpublished material all these cars are covered comprehensively in the book, in addition to the Citroën SM, which caused the French manufacturer to buy Maserati when seeking an engine for its flagship Grand Tourisme.

Also included are the still born Maserati Quattroporte II, the Bora Gp 4 racers, the Khamsin Spyder and the little known yet fascinating Ligier Maserati JS2 road and racing cars.

Further insight into this period of Maserati history describes the engines themselves including the special V8 which had been intended for the Quattroporte II after the initial V6, and the Citroën SM which was eventually fitted with this prototype engine. Included in over 150,000 words of exhaustive research are over 70,000 words of interviews with Maserati and Citroën participants in the saga - several of whom had never ever been interviewed and several of whom have unfortunately since passed away - and the results of unprecedented access to Maserati and Citroën in Modena and Paris as well as major private archives.

This is the definitive work on an era curtailed by the energy crisis, the introduction of speed limits, the quadrupling of fuel prices, the political and social unrest, all of which formed a virtual tsunami which Maserati could not repel, leading to its closing and sale to de Tomaso with Italian government help, transitioning into the next era.

The book will be available in two formats - Standard and Deluxe. The Deluxe version will be strictly limited to 250 copies and will be signed by the author and publisher, in addition to additional extra chapters & photos.

Fiat Transporter

An amazing model from CMC's range, which also includes a 250F and 300S. This is the official Scuderia Maserati transporter from 1957 and is a true eye catcher. Especially if it's loaded with up to three CMC Maserati models. Hand mounted of 2,640 single parts and approx. 50 cm long. A true proof of CMC's abilities. A countless number of details and a contemporary two tone painting will match even the highest expectations.



Book Reviews

An Omelette and three glasses of wine by Andrew Brodie

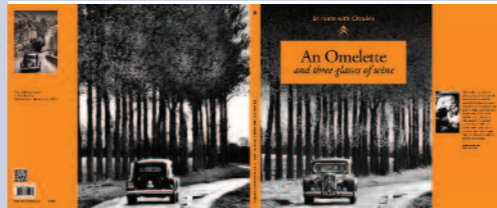
Simply explained in the sleeve notes as a collection of magazine articles created over several years, 'An Omelette and three glasses of wine' has been compiled by club member and Citroen guru Andrew Brodie and photographer Martyn Goddard, who are the only common threads in all eight chapters.

Some were originally produced for Supercar Classics magazine and written by the much-missed Phil Llewellyn, later chapters have been seen in Octane and are written by Dale Drinnon. Yet this is not a book about Citroens. Most chapters celebrate the joys of driving in France on mini-adventures, the places, the people, the wine and the food as much as the Citroen that carried them. And lately, Dale Drinnon drives a Khamsin on the Cote D'Azur and a Quattroporte V the length of the country.

The collection is eccentric but all are expertly chosen to highlight some of the best motoring journalism from the last 25 years and showcase Goddard's photography at its best. The large layout and design are fresh and appealing and do justice to some of the great images. Andrew Brodie provides a little background for each chapter, which is fascinating. If anything he has been too modest and could have done more. But at least he explains why he can be seen jokingly strangling Llewellyn on the beach next to Mont St Michel!

This book appeals on many levels; to Citroenistes, to Francophiles, to Maseratisti, to those of us who miss Supercar Classics and to those who appreciate that travelling is as much about the journey as the arrival.

An Omelette and three glasses of wine, by Andrew Brodie and published by Andrew Brodie, is available through Chaters and other motoring booksellers for £39.50.



Jay Kay sold his A6G/54 - How could he?

The stunning A6G/54 Frua Berlinetta owned by Jay Kay from the rock group Jamiroquai has been sold for a cool £1m by Gooding and Co. This is the show car from the 1955 Paris Auto Salon, won Best in Show at the Salon Privé and competed in the Mille Miglia more than once. Jay Kay, 42, said: "This Maserati has been one of my favourite cars not only to show at concours level but also to drive on the road, especially through Italy on the Mille Miglia."



Your New Office Chair?

The luxury and sportiness that you experience inside the cockpit of the Maserati GranTurismo MC Stradale is now possible in your office: In design, materials and craftsmanship the Maserati MC Stradale Executive Chair resembles the seats used in the sportiest vehicle of the entire GT range.

The revolving Maserati MC Stradale executive office chair is entirely 'Made in Italy', with the same materials used on the Maserati GranTurismo MC Stradale seats. From the black leather through to the blue alcantara and contrast stitching, the quality and style exude an elegance which only the interiors of an automobile manufactured by this outstanding Modena factory can convey.

Find out more about the exclusive design of the Maserati Executive Chair now at the MaseratiStore. Other new additions to the store include jackets, ties, scarves and bath linen - soft and plush, luxuriously thick and thirsty (!) Worth registering, as you get access to special offers.



GRANTURISMO SPORT PREMIERE IN LONDON

London - 7 September 2012

An outstanding spectacle at the exclusive Hurlingham Club in London was put on to greet the arrival of Maserati's latest stunning creation: the GranTurismo Sport, which was showcased alongside the special edition Bulgari Octo Maserati watch.



The new GranTurismo Sport is Maserati's latest coupé and offers increased performance and an elegant sporty restyling. Its 4.7 litre V8 now delivers 460 hp and 520 Nm of torque and goes from 0 to 62 mph in 4.7 seconds (4.8 seconds for the MC Shift Auto version). It is available in two versions: the MC Shift featuring a 6 speed manual robotised gearbox with a transaxle layout, and the MC Shift Auto, fitted with a 6-speed automatic gearbox by ZF.



The event saw more than 350 guests attend, including supermodel and Maserati racing driver Jodie Kidd, clad in a stunning golden mini dress by Fendi and adorned in dazzling Bulgari jewels, Giovanni Soldini, Italy's most revered sailor and skipper of the Maserati VOR 70, legendary racing driver Sir Stirling Moss and Tottenham Hotspur's Italian goalkeeper Carlo Cudicini.

The Maserati GranTurismo Sport MC Shift Auto is on sale with a starting price of £90,750 (on the road) whilst the GranTurismo Sport MC Shift is priced at £94,080 (on the road).

Maserati Passion: The App

Maserati Passion, Maserati's first official application, has just made its App Store debut. This intuitive tool allows users to discover the world that revolves around Maserati. Maserati Passion showcases the entire product range and is enhanced with images, the unique roar of the Maserati V8 engine and technical rundowns. It also features a mini-configurator to create a tailor-made vehicle. The design can then be saved and used as your background.



Functions related to social networks are also available, meaning that views and opinions on the world of Maserati can be shared in real time. The news area provides all the latest information on events organised by Maserati and the registration form allows users to stay right up-to-date with breaking news from the Italian brand.

The Dealer Locator and Assistance area are useful when trying to locate the nearest dealership or local freephone number. The iPad version, tagged Passion +, also features a section dedicated to the Maserati Store, offering direct access to online purchase of Maserati merchandise and accessories.

Maserati at the Paris International Motorshow

29th September 2012 - 14th October 2012

Technology, elegance, sportiness, performance, excellence, passion: Maserati at the Salon Mondial de l'Automobile 2012. In Paris, from 29 September to 14 October, the Trident brand will preview its 2013 range, with exclusive new designs and content. Six cars - a unique experience:

- The world premiere of a car that opens up new frontiers in terms of exclusiveness, performance and style.
- Power, driving pleasure and comfort with two GranTurismo Sport models, with MC Shift and MC Auto Shift for ever more rapid and precise gear changes.
- Track-tested technology and hand-crafted details with the GranTurismo MC Stradale, the car with the circuit in its blood and the road in its heart.
- The thrill of open-air driving with the stylish GranCabrio Sport;
- The personality of the brand's most sporty saloon, the Quattroporte Sport GT S.

You can also follow Maserati on Facebook, Twitter (@Maserati_HQ), YouTube, Pinterest and Google+.

Maserati Corse also awaits you on its dedicated portal, (www.maseraticorse.com). Here you will find all the latest on the racing world of the Trident brand in the Maserati Trofeo World Series and in the Superstars Series.

MASERATI COLLABORATES TO HELP CHILDREN IN NEED BY SPONSORING CHARITY GOLF TOURNAMENT "THE DUKE OF EDINBURGH CUP"

On August 20th and 21st "The Duke of Edinburgh Cup", the Golf Cup of The Duke of Edinburgh Charitable Foundation, was held at "La Reserva" Golf Club of Sotogrande in Cádiz. Maserati was one of the main sponsors of the Spanish round of the tournament. At the end of the tournament a cheque for €21,000 was presented to the "International Golf Charity Ltd" Foundation.

The winners, María Lopez Elola in the female category and Pedro José Padilla Garrido in the male category, will participate in the World Final of 36 holes which will take place in the UK from 1st to 4th October. The winners will also partake in a friendly tournament at the Royal Household of Windsor Castle, at the express invitation of Her Majesty the Queen of England. The event will end with a gala dinner at Windsor Castle itself in the presence of HRH Prince Edward the Earl of Wessex.

The tournament, organised in 10 countries, is aimed at raising funds for the "International Golf Charity Ltd", a charity sponsored by HRH Prince Philip Duke of Edinburgh, which funds partnerships focused on helping children and youth institutions.

During the tournament participants had the opportunity to appreciate and drive the latest addition to the Maserati range, the new GranTurismo Sport, which offers increased performance and an elegant sporty restyling. Intensifying the new sporty look is a new front bumper and new headlamps equipped with the latest generation LED DRL technology, completely redesigned seats and a sportier steering wheel.

Bernie wants a blast in London

29th September 2012 - 14th October 2012

Formula One boss Bernie Ecclestone plans London grand prix. The billionaire F1 supremo has offered to pay £35m to stage the event on a street circuit in the heart



of the capital. The London grand prix route would take F1 cars past landmarks including Buckingham Palace and Piccadilly Circus.

If Bernie Ecclestone gets his way - and he is not a man particularly at ease with compromise - central London could soon echo with the roar of F1 cars tearing down Piccadilly at speeds previously matched only by midnight minicab drivers bearing peaky-looking fares. Ecclestone believes that a F1 race in the heart of the city, with cars whining past landmarks including Nelson's column and Buckingham Palace, would eclipse the glamour of the Monaco circuit and pay for itself quite comfortably.

According to the Times, plans have been drawn up for the event, which would be watched by 120,000 people in grandstands along a three-mile route and attract a global television audience in the tens of millions, generating as much as £100m for London's economy. He added that the financial benefits for both the capital and England would far outstrip the money brought in by the Olympics.

The proposed route would see cars lining up on the Mall, buzzing the Ritz, skirting Green Park, passing Buckingham palace and the Houses of Parliament before speeding along the Embankment, and hurtling through Trafalgar Square before nipping under Admiralty Arch and back to the Mall. Each of the 59 laps would take an F1 car a mere 94 seconds, with speeds on the Piccadilly and Birdcage Walk straights reaching 180mph.

Nigel Currie, the director of the leading sports marketing agency brand Rapport, said the grand prix could represent a "commercial bonanza" for the capital.



All aboard - The Fangio Trophy



At the Silverstone Classic, we presented the Ray Fielding Rosebowl to Adam Painter for his excellent season in the 4CS. But, Barrie Baxter was unable to receive the Fangio Trophy for his final season racing the TecMec. Well, at last I was able to put that right and make the presentation on board Barrie's motor cruiser at Henley-on-Thames.

At last - Tippo 151/3 at The Revival

My thanks to Barrie Baxter who confirmed just before we went to press that his Maserati Tippo 151/3 is entered in the Royal Automobile Club TT Celebration Race for 1960-1964 cars.



Pit boards at Monaco Historique

Whilst poodling down the river, Barrie recounted his race in May this year at the Monaco Historic Grand Prix, which I thought was well worth repeating for your benefit.

Having sold the TecMec and acquired the 1960 P48 BRM ex Hill/Gurney/Brooks from the Donington collection, it was a challenge for Hall & Hall to 'freshen up' the car for Monaco. The car had not raced for 50 years, so it was a tall order, but Hall & Hall are BRM specialists. After a miraculous effort including 'borrowing' the ex Flockhart Monaco engine from a P25 BRM, we arrived at a treacherously wet and oily Donington to test on the Thursday before Monaco. 10 laps later it was back on the truck and on its way to Monaco. The original plan was to do a HGPCA race or two in preparation for Monaco but 10 wet laps on oil at Donington was our lot.

When I arrived at Monaco I realized what a precious jewel of history this car is. Stripped of its covers the full extent of the sheer engineering excellence of BRM was exposed in this incredibly original car.

Managing the team's expectations in terms of car and driver we agreed that I would trundle round at the back of the grid, as this was my first time in a rear engine GP car after years of racing in the TecMec. This was going to be very different!

In the first qualifying session of 20 minutes we were 4th fastest - which was a shock to me and two seconds quicker than my best time in the TecMec. Second qualifying session - two seconds quicker still - this is a beautiful car - then disaster struck after two traffic thwarted laps - the clutch blew - slipping wildly I came back in. Let it cool down and it may come back to us was Rob Hall's advice - out I go and it didn't! Net result - qualified 6th on grid from that brief second session.

Upon inspection there is a return spring that had gone missing, with this subsequently replaced we are optimistic for race day. Sunday comes and out we go for the formation lap and the clutch lets go in the tunnel. I get to the grid and suggest we start from pit lane as the thought of being stranded at the front of a Monaco grid with 25 cars behind me isn't too appealing. Rob assures me all will be okay - get off slowly and don't use the clutch again - it might just hold!



Slow green flag lap and we are back to the start - gingerly off the line and I am mugged back to 12th by St Devote - b*****ks - suddenly going up to Casino we have drive - no clutch but drive.

Some mad overtaking round the outside of the Lotus 16 into Casino, inside a couple in Casino, past Barry Wood in my old TecMec at Mirabeau and then the Alta at Loews and we are back in business in 5th. All with no clutch. And now the reality of upshifts which are sweet and clutchless downshifts which are less sweet but get your attention. The Lotus 21 slows past St Devote and I am into 4th position. With a few laps left and the cost of a new gearbox in my mind I decided I had enough fun and retire only to receive a P3 board from the pits and find Duncan Dayton in his Lotus 16 stranded at St Devote. The crew frantically waved me on and so I thought "to hell with the cost", I had better keep going and in the end, couldn't believe that I made the podium.

Martin, the engine builder, who has a penchant for being straightforward said: "not a bad shakedown that, should be quick when we get it sorted".

Shelsley Walsh Consistency and Commentators

Club member John Bennett competed at the Historic meeting at Shelsley Walsh on 29th July in his Alfa TZ. Amazingly both timed runs were exactly the same at 39.69 - consistency is all they say!

If you have been to Shelsley you'll know that the hill and paddock have hardly changed in 100 years. They have commentators on the start line and at two points up the hill with the most deadpan 50's style of commenting that is an absolute hoot. John suggests that if you ever get the chance to drive the hill, take it, as it's quite a tricky 1000m. Put 'Crash Bang Wallop Shelsley' into U-Tube to see what he means and to hear some bits of commentary!



Chula of Siam to Jaques of London

At the Goodwood Festival of Speed it was a thrill to see the famous 1934 8CM Whitney Straight Maserati, just one of three that the wealthy American ordered from the factory to form his own racing team. Later it was sold to the White Mouse Garage owned by Prince Chula of Siam for his cousin B. Bira to race.



Young Whitney carried out various modifications, including removing the Maserati crash gearbox which was fitted as standard and replaced it with an Armstrong Siddeley pre-selector gearbox. This enabled him to keep both hands on the steering wheel while cornering and just dip the clutch to change gear up or down. Many other changes were made to the car, including the removal of the Maserati badge and with Whitney's own design of a W with the shape to reflect the points of the Trident and his initial. The car has won over 20 races in its long career and continues to race to this day with Rob Newall at the wheel and under the ownership of Chris Jaques, a former racing driver himself, it has been restored to race again in the original 1934 livery.

The Inside Line at Classic Le Mans

Birdcage owned by Josef Rettenmaier and the 200SI owned by Stephen Bond in grid 3 of the Le Mans Classic



This is my story of racing at Classic Le Mans for the very first time in July this year. A huge event with displays from 54 car clubs and 110,000 spectators braving the weather to watch 450 historic racing cars compete over 24 hours. This year was 6th running of this biennial event and our 1961 E Type Jaguar has competed in five of them and finished once. As you will know, the event is open to models of cars that actually raced at Le Mans between 1923 and 1979 and is split into six grids running a non-stop (so they say) relay on the track for 24 hours, with each grid taking to the track for three sessions. For a typically French reason, our car has always qualified for grid 3, 1957 to December 1961 although E Types never raced at Le Mans until 1962 but no one complains. So, there we are, lined up against over 70 other cars in our grid with mostly factory built racing cars, including the Maserati's (see picture above) two Cooper Monacos, three Lister Knobbly and Costin Jaguars, five 250 GT Ferraris, twelve Lotus X1s and XVs, the very valuable Aston Martin DBR1 and other priceless fast machinery. Our all-steel-bodied Series 1 Coupe making no visible concession to being a racing car and still suitable for a trip down to Waitrose.

The driver's briefing was conducted in English by the French Clerk of the Course much to the annoyance of the French drivers who were booed when they tried to complain that he should speak in French. I am standing a few places away from Derek Bell and other Le Mans winners and wondering what I am doing in the company of such legends. After the usual briefing, the Clerk of the Course tells us that he lives next to the circuit. His wife is a keen gardener and we must stay on the circuit at all times, as he does not want our cars in his garden. He finishes by telling his audience that he will not be taking any questions as he has a lunch appointment later and he does not want to be late.

Time was running out for me to find my way around the circuit and there is only so much you can learn looking at YouTube clips and maps and so on. On the Thursday evening, David, my co-driver, and I borrowed some bicycles and start off along the 13.6 kilometers of the circuit which is still open to the public. I came to a cross roads with a STOP and GIVE WAY sign on the track but thankfully the sign had disappeared when I next reached that point on the track in the early hours of the morning.

With the pre-race learning over, we are given a daylight qualifying session for 45 minutes on Friday afternoon and a night time practice. After the driver change in the daylight session, I drove for half a lap and then red flags were being frantically waved. A marshal standing in the middle of the track held up a sign with an arrow pointing right to a gap in the armco, I hesitated and drove off the circuit thinking some horrendous accident must have happened further

down the track and they wanted to spare the drivers the appalling sight. I had driven into a forest and the marshal came running to ask me what I was doing, I explained in my best school boy French that the arrow directed me to turn right and I did. He explained the arrow was to direct me to keep right, not turn right, as there was oil on the track and the marshals were clearing it up!

So the first time I drove down the famous Mulsanne straight was at night with our original Lucas 1961 headlamps in a car that is specially geared for Le Mans with a top speed of 160mph. There are very few street lights. In fact, most of the circuit is dark, so it is a sobering experience when you head onto the straight and you have your right foot firmly planted for what seems like an eternity whilst the car is going faster and faster. You cannot lift off, because the cars behind might run into you. They cannot see either and you know there is a chicane somewhere ahead, but you are not sure where and you know that by the time you see it, it may be too late!

We survived the night practice although David never even got in the car before the session was red flagged due to oil on the circuit again. Clearly the Clerk of the Course was taking no chances with us spinning into his garden. So now we have three races: starting Saturday night (1am); Sunday morning (6am); and Sunday afternoon. Our courageous (mad) efforts in qualifying were rewarded by being placed on the 9th row of the grid much to the amazement of the other drivers who thought we had parked in the wrong place. We finished the first race in 27th place and the 2nd race in 19th place, having slept in a chair in the drivers club for three hours inbetween. Now we were getting to know the circuit and we were feeling confident of an improved last race with our overall position being an average of the three races. On the toss of a coin it was decided that David would have the first stint and the fun of racing across the circuit. I would have the honor of taking the chequered flag. Well, the start was fine, but after two laps a brake caliper bolt sheared off and whilst no other damage was done, it was race over.

In the bar that night the stories become more and more wild with drivers reminiscing how they had missed braking points in the dark and driven off the circuit, GT40's being shot blasted by the gravel as they spun at 100mph and how the precious DBR1 got bashed. Fortunately, I was not aware of anyone getting hurt, but we will have to return in 2014 to try and finish this mad race.



The Racing News welcomes photos and captions from any member of our club competing in any motoring competition in any vehicle anywhere in the world. We also welcome news of any Maserati/OSCA taking part in the same, even if it is not owned or driven by a member of our club.

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 3 & 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



1988 Maserati Biturbo Spyder

2.5 SE



Black with cream leather interior. RHD. Good condition throughout. Good mechanicals - currently using for short daily commute. MOT and Tax to March 2013. Full service history. 56000 miles. £6450. To arrange a viewing & test drive contact Thomas at tjpmorgan@tiscali.co.uk

Merak SS



This right hand drive Merak SS, registered in 1977, has covered 55,000 miles and has a continuous history from new. Finished in a startlingly attractive combination of black with cream interior, black dash and dark green carpets it has been extensively refurbished during the past year after a period in storage. Restoration has included an engine rebuild, new clutch, hydraulic spheres and switches, and revitalised fuel system, together with all new air-con. Just returned from a carburettor and engine tune at Bob Houghton's this Merak not only looks superb but is also a delight to drive. Realistically priced at under £26,950 this is a lovely car ready to be enjoyed. Further details and photos available. Call Greg Dyson on 07980681519 or email greg@dysonholdings.com

3200 GT auto



Registered January 2001 and in mint condition. Fitted with personalised number plate worth £450. Maserati cover for garaging. Owned since 2004 and very low mileage of 23,250. Driven less than 2,000 miles in the past 4 years due to illness, hence reluctant sale. Full Maserati service history. Superb Borg Warner automatic gearbox and a true Grand Turismo, which can effortlessly eat up the miles. Scintillating performance from twin turbos, which make it a real drivers car. Priced to sell and in mint condition with very low mileage for its age. Grigio Alfieri with charcoal leather upholstery. The crescent lights and Guigaro styling make this a vehicle that may well start appreciating as it was only made for a few years until the 4200 was introduced. Mileage for 3200s of comparable age is generally 50,000-70,000. Two recent sales at £17,500 for high mileage cars. Prepared to consider offers in region of £16,750. Located South Hertfordshire close to A1(M) and easy reach of M1. Contact Steve Rogers on 07563 552500 or 01707 261232. Email: steverogers@zen.co.uk

Quattroporte IV Evoluzione or late Biturbo wanted, preferably a Spyder model
Low mileage 2001 3200 GTA for sale and swap with adjustment possible. Contact Steve Rogers on 07563 552500 or 01707 261232. Email: s.rogers2012@btinternet.com

1989 Maserati Biturbo Spyder 2.8 E

Year July 1989
Mileage 55,254
Colour Aquamarine Blue Metallic with blue hood
Transmission 5 Speed Manual ZF, Limited slip Differential
Engine 2.8 Litre V6 twin turbocharged
Power 245 BHP
Performance 0 - 60 in 5.5 Seconds 150 MPH
Wheels 7 Spoke Alloy wheels
Also 4 original Maserati wheels and tyres
Exhaust Stainless Steel
Interior Climate controlled Air Conditioning
Upholstery Ivory Leather & Alcantara
Trim with Briar wood Cartier Clock Gold
Available £9,500.00

Contact John Heathfield,
john.heathfield3@gmail.com,
Tel 01869 277730,
Mobile 07770 938300,
Oxfordshire.



Refurbished Mille Miglia Wheels



One set of Refurbished Mille Miglia Wheels 2 front 7Jx16" and 2 rear 8Jx16" in good condition, £250-00, buyer collects. Further details call John Lacey on 07917046686.

3200 GT Manual

July 2001 Y plate. < 21000 miles ! Two-owners. Stunning in 'Sebring' blue, with 'Avorio' hide, piped in blue, in lovely original condition. Always main-dealer serviced. Possibly the nicest, and lowest mileage example available. Reluctant sale of what will become a valuable future classic. £17,500. Located in Danbury (Chelmsford) Essex. Contact Roger Moyses on 07802 770 551 or e-mail roger@oakfieldfood.co.uk

1996 Maserati Ghibli GT



One owner since purchased from Meridian Maserati. Grigio Vulcano, with light grey interior. Serviced by Meridien throughout its life. 97,000 miles. Stainless steel exhaust system and in daily use. Fabulous car. £7,950 ono. Contact Mark Gibbon 01276 858790

Wanted

Information wanted on 1973 Indy 4.7
Derek Fox would like to find out what has happened to his dad's beloved Maserati Indy 4.7. He kept this car for some years before selling it. The car was a metallic blue Indy, reg no KBH 19K. Any information would be much appreciated. Please contact Derek at derekfox@hotmail.com or 86 St Augustine Rd, Southsea, Portsmouth, Hampshire PO4 9AD.



Information wanted on 1960 3500GT
Does anyone know what happened to a red 1960 Maserati 3500GT, chassis 101.808, sold new to my father Lt Commander H Kidston in Tolpuddle, Dorset, and bought from him a few years later by the coxswain of the Yarmouth (IOW) lifeboat? It may have been in Canada circa 1980. Any information would be much appreciated. Please reply to: simon.kidston@kidston.com or telephone +41 22 740 1939 (Geneva, Switzerland).

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



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.



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.



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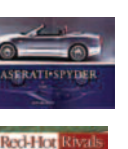
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