



Monthly Event - Local Kent Gathering

First Monday of the Month
7:30pm, Cock Inn, Boughton Monchelsea (nr Maidstone) ME17 4JD
David Bracey: dbracey@gmail.com



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

December 2013

8 December 2013
Maserati Club Christmas Lunch
Bluebird Dining Rooms,
350 Kings Road, Chelsea,
London SW3 5UU
Contact: Andrew Hutton
andrewhutton5@btinternet.com

15 December 2013
Teddy Bear Run 2013 - Cars
Required for Chestnut Tree
House Children's Hospice
Surrey Drive to Arundel
Website: teddybearrun.co.uk
westley@teddybearrun.co.uk
Telephone: 07762 260748

January 2014

26th January 2014
Northern Lights Winter Lunch
The Mere, Knutsford
Contact: Gail Mosley
Tel 01803 722633,
07710740812,
deedas1@hotmail.co.uk

March 2014

15 - 22 March 2014
Rallye Maroc Classic
Morocco Classic Rally
www.rallye-maroc-classic.com
info@rallye-maroc-classic.com

April 2014

19 April 2014
Bristol Italian Auto Moto Festival Bristol
Maserati Centenary Feature
Website: www.biamf.co.uk
Email:
biamf@italianautomotoclub.co.uk

27 April 2014
The MAC Classic
Shelsley Walsh
Midland Automobile Club
Contact: Gail Harrison
classics@shelsley-walsh.co.uk
Telephone: 01562 700612

April 2014

24 - 27 April 2014
Cameron Millar Spring Meeting
Perth, Scotland
Contact: Peter Holmes
Email: ph.kerfield@tiscali.co.uk.

May 2014

3 May 2014
Brooklands Museum 'Italian Car Day'
Brooklands
www.gingerbeerpromotions.com

3 - 5 May 2014
The 2014 Donington Historic Festival
www.doningtonhistoric.com
Contact: Karen Coe
karen@doningtonhistoric.com
Telephone: +44(0)1728 684410

10 May 2014
The Warren Classic & Concours 2014
The Warren Golf and Country
Club, Near Maldon, Essex,
CM9 6RW
www.warrenclassic.co.uk
info@warrenclassic.co.uk
Telephone: 01245 223258

24 - 26 May 2014
Wheels Festival
Bournemouth
www.bournemouthwheels.co.uk

June 2014

8th June 2014
AGM & Concours
Prescott Hill
Contact: Michael O'Shea

29 June 2014
Stanford Hall 'Summertime Classics'
Stanford Hall
www.gingerbeerpromotions.com

July 2014

25 - 27 July 2014
Silverstone Classic Silverstone Celebrating 100 years of Maserati
www.silverstoneclassic.com
Contact: Edwin Faulkner
Email: EJF@MANX.NET

27 July 2014
Brooklands Museum 'Supercar Saturday'
Brooklands
www.gingerbeerpromotions.com

August 2014

10 August 2014
Wilton Classic and Supercar 2014
Wilton Estate, near Salisbury
www.wiltonclassicsupercar.co.uk
info@wiltonclassicsandsuper-cars.co.uk
Telephone: 01722 746717

September 2014

19-21 September 2014
Maserati Clubs International Italy Maserati Centenary Celebrations

20 - 21 September 2014
East Coast Classic
Oliver's Mount Circuit,
Scarborough
www.eastcoastclassic.co.uk

October 2014

3rd - 5th October 2014
Autumn Meeting
Metropole Hotel,
Llandrindrod Wells
Contact: Dick & Mary Pole
marypole@zcl-uk.net

12 October 2014
Brooklands Museum 'Autumn Motorsport Festival'
Brooklands
www.gingerbeerpromotions.com



Contributions to:

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The Editor, 15 The Crofts,
Upper Halliford Green,
Shepperton TW17 8SD.

Email:
newsletter@maseraticlub.co.uk



The Club Comes First at Balliol & Blenheim By Henry McNeill



Photo: Dave Smith

Overall winners of the Spring Meeting - Dom and Chris Findlow.



Photo: Roger Epsztajn

A Sebring reflected in the Women at Balliol sundial



Photo: Henry McNeill

Showing our colours at Blenheim Palace

Those who attended the over-subscribed Cotswold Tour had a real treat. Not only did we form a Guard of Honour at Blenheim Palace, but also had lunch and a guided tour in the hallowed halls at Balliol College, Oxford, courtesy of Sir Drummond Bone.

The Billesley Manor staff was very attentive to our needs, set in the lovely Cotswold countryside. Our real thanks must go to Liz and Douglas Lowndes for organising such a memorable event. A full report will be included in The Trident.



Photo: Alex Jacson

Dinner in the hallowed halls

Launch Edition of TORQUE TALK see page 10

INSIDE: Booking Forms for Cameron Millar Spring Meeting

We all came out to Montreux...

Just like Deep Purple, the UK Maserati Club group attended the International in Switzerland.



Photo: Andy Heywood

▲ Wish you were here?

Maseratis at attention behind the iconic Freddie Mercury statue, Montreux ▶



Photo: Edwin Faulkner

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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 Jan/Feb issue is 9th Jan 2014.**

Ghosted background image: Goodwood Revival - Featured on page 7.



Editor's Agenda

This is the special launch edition of Michael O'Shea's TorqueTalk. Don't worry, Racing News has moved to the Trident, but this gives Michael the opportunity to cover all aspects of Maserati life. I look forward to his monthly missives.

We had our first rain in Southern California since spring. It reminded me of the wrong type of snow or leaves on the line back home. This results in a combination of very treacherous roads and drivers who are not used to wet weather. Gridlock in LA happens with a tidal flow of minor accidents and people travelling to their destinations the day before rather than risking same day travel!

By chance, when I was walking in Berkeley, I came across a Cadillac Allante which had seen

better days. It looked very similar to the Chrysler TC, which was result of a botch-up with Maserati. I don't think either will be attending the Centenary celebrations! In the same manufacturing approach as the Chrysler TC, bodies were shipped from Pininfarina in Italy in specially equipped Boeing 747s, 56 at a time. Not exactly a green approach.



As Nick mentions in his Notes below, we lament the resignation from the Committee of Andy Heywood. Andy has been of

great assistance to me since taking over the Newsletter and I wish him well for the future. But, I am sure we have not seen the last of him!

Some Club members had problems booking into the Cotswold Tour. For the Cameron Millar Spring Meeting, the booking form is included in the Newsletter, giving everyone a fair chance.

I came across two interesting articles this month. In Classic Car, there was a real Club effort on the pros and cons of procuring a classic Ghibli, contributions from ex-Chairman Brian Harris, Andy Heywood and Jim Buss. Surely a collector's item! Phil Ward's grand tour to Venice in a QP V8 was a good read as well.



Henry McNeill,
newsletter@maseraticlub.co.uk

Keep sending your content and make my life easier!

*Festive Tridents to you all
Ciao, Henry McNeill,
November 2013*

Chairman's Note By Nick Heywood-Waddington



Nick Heywood-Waddington

Autumn has arrived with heavy rain and gale force winds. Like many others we have suffered with trees down in the garden and locally across roads which my trailer knows to its cost (and mine!). But, in between the squalls, we have had bouts of sunshine as Deborah and I experienced when we joined the Hampshire Maserati meeting on 3 November at the Pub With No Name. Ken Chisholm set a challenging and interesting route through the Hampshire and West Sussex countryside which, while very beautiful, required a lot of valeting afterwards! It was a great day and those in the area that were not able to go missed a rare opportunity to exercise their cars. I have to admit that we did not arrive in a Maserati. I had just got back the Lancia Flaminia GTL from its second unexplained engine rebuild and it needed a shake down. All ok I am pleased to say and I am most grateful to the Hampshire members for accommodating three interlopers – Deborah, the Lancia and me. Thank you Ken!

I must now turn to an issue which

has been troubling the Committee and the members over the last few months. Since June, when plans to use digital technology more widely as a means of communication and sharing of information were approved at the AGM, members have expressed growing concern about the fate of the Newsletter. A little background is needed. Members will recall that our costs currently exceed our income. While this is not an immediate financial problem it is clearly not sustainable and the Committee agreed that we must do something about it. There were two options: increase income (e.g. increase contributions from events and/or increase subscriptions) or reduce costs. It was recognised that the modest contributions the Club usually gained from events would never be sufficient to bridge the gap between the Club's income and expenditure but nevertheless the Committee was reluctant to increase subscriptions even though there had been no increase for some years. Accordingly the Committee decided to see what could be done to reduce the Club's costs. After much debate, we focused on the Newsletter and the opportunity to reduce costs significantly by digitalising the Newsletter, saving production costs and avoiding postage which, incidentally, accounts for approximately two-thirds of the total cost.

Suffice to say the prospect of the loss of a printed copy of the Newsletter landing on members'

doormats has generated some alarm among members. The Committee has therefore had to reconsider its focus on cost reduction and decided to renege the Newsletter as the members clearly want that. However that means we have to rethink how we balance the books. The inevitable consequence is that we will have to propose an increase in the subscription at the next AGM. Austerity versus taxes – a familiar debate.

The last time that the Club increased subscriptions was seven years ago when the subscription was raised from £35 to £50. Since then our costs have increased significantly as they have in the general economy. To illustrate the point, £50 in 2005 is now equivalent to £63 adjusted for RPI, a 26% increase. Our subscription rate has fallen well behind the growth in costs and is low compared with other prestige car clubs – Aston Martin, Bentley and Ferrari all charge between £80 and £100 per annum for individual membership with an increased subscription for family membership. Your Committee has always been keen to keep the subscription level attractive but it would not be unfair to conclude that it is now at a bargain level. Accordingly your Committee intends to propose an increase in the subscription at the AGM in June next year to ensure that the Club is able to cover its costs on an annual basis. If approved, the increase would be effective for

the 2015 membership year.

It is with a mixture of feelings that I must now record that Andy Heywood has resigned from the Committee to help him to concentrate on life, the universe and everything after 17 years of selfless service to the Club. His generosity to the Club individually and through McGrath Maserati is well known but the extent of his contribution to the Club's life and ethos through the Committee is not so widely appreciated. He will be greatly missed and we wish him well over what will no doubt be a challenging year to come for anyone involved directly with Maserati. His publishing responsibilities will be assumed by Henry McNeill and Geoff Lancaster. Andy will however remain a very active member of the Club in other ways.

The revised format for the Christmas lunch in London has been well received by members and Andrew Hutton's problem this year has been to find a way to accommodate all those who want to come. Gail Mosley is arranging a lunch in Knutsford in the New Year which I expect will be equally well attended. Please don't be shy (or late!) in getting your applications in.

As this is my last note for 2013 may I wish everyone in the Club a joyful holiday over Christmas and New Year and for "Strictly" fans: keep driving!

Nick

A message from the Treasurer - Change of Bank Account

One of the consequences of our change to a limited liability company last year is that we were told by our banks that we should open new accounts in the name of Maserati Club Limited as we are now a new legal entity. This was not as straight forward as one might expect but it did give us the opportunity to review our arrangements and select a new account most appropriate for our needs. The new account has been up and running for a while and we now need to communicate the new arrangements to all our members.

Ideally we would like as many members as possible to make future payments for subscriptions, events and other items into the account by electronic transfer. Many members already do this and if you manage your own bank account online it is the easiest method. It also reduces costs for members and the club compared to posting cheques to the Administrator or Treasurer. We will still accept cheques, cash and postal orders etc. but wherever possible please make payments direct to the account.

Your Action Required Please!

- If you have any pre-existing payment instructions with your bank please arrange for these to be amended to the new details below, if you bank online you can do this yourself, you can also use your bank's telephone banking service.
- If you normally pay your subscription by cheque please consider whether you can use one of the above methods to arrange future payments by standing order. UK subscription is £50 and overseas subscription is £65, due each January.
- Once you have made the changes please email admin@maseraticlub.co.uk so that Dave can keep track.

Bank Details

- Account Name: Maserati Club Ltd.
- Sort Code: 08-92-99
- Account Number: 65635025
- Reference: This is your membership number, a 4 digit number printed on the newsletter and Trident envelope label and followed by the first 3 letters of your surname
- Additional information for non-UK members - Swift International Transfers:
 - BIC: CPBKG22, IBAN: GB83CPBK08929965635025

Finally, don't worry if you can't use the instructions above, we will be in touch later in the year to make sure that your subscription is kept up to date and that you continue to receive the benefits of Maserati Club membership.

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
- European photos, including the 2012 recent Belgian International and the Khamzin Quaranta: ampa.voila.net
- www.maseratinet.com, US based parts and information
- Mexico Registry: http://www.mexico-registry.com
- Maserati Club of Ireland: www.maseraticlub.ie
- www.classicdriver.com, which has Maserati content and cars for sale from time to time

Welcome to the Club

Membership on the 28th October 2013 stood at **584**, this time last year it was 585.

New members signed up since the last newsletter are: -

Name	Membership Number	Area	Car
John Wood	4845	Yorkshire	Spyder
Gavin Clark	4846	Essex	-
Sanjeev Patel	4847	Middlesex	-
Richard Briggs-Price	4848	East Sussex	-
Shakeel Mowla	4849	London	-
Nick Leighton	4850	Middlesex	-
James McLaren-Rowe	4851	West Sussex	-
Erwin Gegenbauer	4852	Austria	-

Change of bank – many thanks to those who have updated their standing order details due to the club changing its bank, I am sure there are plenty out there who have not changed or updated me yet....

Subscription renewal – although we would prefer members to renew by Standing Order, if you would rather pay by cheque the NOV/DEC newsletter will have your personal renewal insert inside, but if you have the urge to send your cheque to me early [£50.00 UK, £65.00 the rest] made out to the Maserati Club Ltd, I won't mind at all!

Welcome to the Club

Emails – thanks to those club members who have updated their email address.
Dave Smith Club Administrator phone/fax 01494 717 701
admin@maseraticlub.co.uk

NEW MEMBERS

Richard T Morgan

Further to my introductory article in the club Newsletter issue 125 (Jan/Feb 13), I can now report that I finally took the bull (read Trident) by the horns, and purchased my first Maserati. It had been my intention to get a GranTurismo 4.2, as being in my mid-sixties this would certainly have been sufficient for my current style of motoring (mid twenties's & thirties's now that was another matter!) So, I trolled the internet for a fine used example, and travelled to various parts of the country to view some cars, but still remained uncommitted.



Whilst visiting the website of Messrs' Dick Lovett I came across this fabulous GranTurismo 4.7 Sport MC shift in Rosso Mondial (To me it's Italian Racing Red) so off I went just to have a look you understand! Well! Do you believe in love at first sight? I do now! And obligingly signed the cheque. My main concern was having to convince my good lady wife that this was the car for us. After a couple of months I think I've almost won her over, though doing the Saturday morning shop at Morrison's in the MC was getting to be a bit much, so the purchase of a small Suzuki Alto for shopping duties has eased the pressure immensely.

On a beautiful day in August the GranTurismo did a sterling job as stand-in wedding car at my daughter's wedding, when the officially booked vintage wedding car failed to show due to technical problems. The MC looked fantastic with the white racing stripes (I mean wedding ribbons). The groom (son-in-law) said we couldn't have planned it better.

What can I say! the GranTurismo is just fantastic, it's powerful, very comfortable and has just about the most beautiful bodywork ever to grace a GT car. What a shame I've left it so late to discover the wonderful Maserati marque.

Stuart Lockley

It's been some years since being in the Maserati Club, but having had the Porsche 911, I am very happy to be back with my new baby, a Maserati GranSport, and return to the club. The club magazines are a great read with helpful information. Hoping to be here for many years!!!

Continued...



NEW MEMBERS *Continued...*

Gavin and Karen Clark

We are recent purchasers of a new GranTurismo S from Lancaster (Colchester) Maserati and have eagerly joined the Maserati Club. Having been owners of a number of Ferrari's and Porsche's, we felt it time to get back into an Italian work of art.

Our purchasing journey started on return from our villa in Italy at the end of a glorious summer, partaking in all things Italian. Midway through Switzerland (and all those tunnels) the most fantastic symphony joined us – I immediately knew this was a Maserati bearing down upon us – wow, the sound, the lines, the magic – my mind was made up and a trip to our local dealer was imminent!

We made our way to Lancaster's at the first available opportunity, initially to view the new Ghibli - for which we had received the "text!". On entering the showroom I was immediately taken by the Ghibli upon which I am convinced the future looks very busy. However, having sat in the car and caressed its lines, my wife was drawn to a deep blood red GranTurismo S. "I like that one" I heard in my ear! By this time I was in conversation with The Maserati Sales Exec. Dan Whitting, a more professional and helpful individual you could not hope to meet. I had become disillusioned with Ferrari and Porsche, which I have come to believe are purchased by people who have started to do well for themselves and as such I often question whether they are buying the car for themselves or what others are perceived to think!

My experience of Maserati, both pre and post ownership could not have been more different and it has reignited my passion for performance cars and special brands. We were guests of Maserati on the Sunday of the Goodwood Revival and a nicer, more genuine group of people in particular the owners you could not hope to meet.

I would like to take this opportunity to thank Dan Whitting, Samir, Ian and Danny of Lancaster's for all they have done to date, Maserati UK who have been a pleasure to deal with and my fellow owners and enthusiasts for being who you are – Both Karen and I look forward to meeting you over the many years of Maserati ownership ahead.

James McLaren-Rowe

Having been a sports car owner for the last 25 years (mainly Porsche) I have finally realised a long dream of owning an emotive and passionate car that brings a smile to my face every time I drive it. I also run a track car and am busy installing a small block Chevy into my 1954 POP !! Don't ask.....

I hopefully bring to the membership 20 years of experience from running a region at the Porsche Club through to running all of their track days throughout the UK and abroad. I look forward to meeting like-minded enthusiasts.

Sanjeev Patel

I am delighted finally to have joined the Maserati Club. The first myth I have disproved to myself is that the electronics in the GranTurismo are indeed capable of modification. I have now had a reversing camera integrated into the headgear and it works brilliantly both in the day and at night – particularly useful given the car's size and my parking skills. Please let me know if anyone else would like details.

Cameron Millar Spring Meeting

Thanks from Douglas and Liz Lowndes

Thanks to everyone who attended the Autumn Cotswold Tour and giving us your support. We have been touched by the amount of congratulatory emails overwhelmed by the individual gifts and the unexpected present received on behalf of all the members. We are looking forward to meeting you all again and so pleased that you had a good time.

..... Cup Corner

One Good-Buy....

Well, another Cup has found a new owner and my nine years of ownership is at an end, writes Brian Wilson. No regrets just yet, it wasn't being used enough, but I'm sure in a few years I'll wish I had kept it, but for now I can occupy myself deciding how to replace it. I had wanted a Cup ever since a visit to an Auto Italia show at Stanford Hall, articles in Evo and Classic and Sportscar only fuelled my enthusiasm. I wasn't actively trying to sell it but McGrath's were aware, made contact on behalf of a customer, and it was transported there for a pre inspection report, never to return.

...And One Hello

Sandie Flatt has recently purchased Brian Wilson's Ghibli Cup registration number R554 KLJ which is now being fettled at McGrath's, writes Mark Guterres. She enjoyed the AGM and Prescott Hill Climb so much (Sandie and her partner took my Cup for me as I was in the USA on business) that she has now purchased her first Maserati (although she has been member of the Maserati Club for some time).

The other recent Cup sale was car 400200 belonging to Richard Wilcock (the dark blue car with the red interior) which has been bought by Peter Geake, writes Ewan Clark. As far as I am aware, this and car 400202 are the only UK Cups sold this year. I believe Ronnie Fern is still trying to sell his car 400208 (the French Blue one). For the record, a set of Cup wheels were sold on Ebay for £820.

Kop Hill Climb 21 - 22 September 2013

By Keith Davies

Both days were dry and sunny and made it the best ever turnout of visitors to the Hill Climb at Princes Risborough. Over 100 motorcycles and 300 motorcars took on the un-timed challenge of this famous hill. Only three Maseratis' on show, a poor effort really, with so many other exotic cars putting our turnout to shame. Adam Painter's 4CS, Clive Brandon's 3500GT and my Indy took to the hill to wow the crowds.

The famous Napier-Railton was also there and did two runs up the hill each day. Those of us expecting the great roar of the 24-litre W-12 cylinder car were surprised to hear it purr up the hill - it had been "silenced" to get an MOT and those three huge exhaust pipes must have been stuffed with allsorts to make it so quiet, what a shame.

The whole event is a fantastic show of pre-1972 cars, all actually being driven, not always in anger, by enthusiastic drivers, some of whom donned period clothing. Next year, bookings start in April, the event is planned for 20th and 21st September 2014. Let's all try to make it a better show of our cars this time.

The Who's Who

Committee

President: Alexander Fyshe
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 Maserati: Tony Willis
 Newsletter design and printing: Amber



Fun, Friendly and Fast – A Reporter Writes from Montreux By Sallie Allard

With true Swiss precision and fantastic hospitality, this year's International Rally, celebrating "99 years of Passion", was just amazing. Peter Straub and his team had done a brilliant job in organising a thrilling rally and had even ordered an Indian summer for us to enjoy the stunning lakeside and mountain scenery. Our base on Lake Lemman was the magnificent Fairmont Le Montreux Palace, which lived up to its name in comfort, food and service. However, it was a little risky to serve aperitifs and dinner in the semi open-air Coupole banqueting facility on the opening night, when the temperature dropped and had many guests returning to the hotel for jackets and pashminas.



Helen's revenge for Roger blowing his horn Photo: Roger Epsztajn

Friday morning saw us heading out west through small mountain villages (ever mindful of the strict Swiss speed restrictions) towards the French border in the Jura mountains. Unfortunately we missed the first craftily positioned check point by only a few metres. After lunch, we visited Blancpain, the exclusive watch manufacturer since 1735. They have been a sponsor of the Lamborghini Blancpain Super Trofeo since 2009 and launched the Blancpain Endurance Series in 2011. That evening we were taken by coach to the famous Chateau de Chillon, standing majestically on the edge of the lake, for a splendid dinner.

Early on Saturday, we drove east of Montreux for an incredibly tortuous, steep and fast climb up to Les Agites, (thankfully we had power steering!) for the start of the timed mountain section up to the Lac de l'Hongrin. In considerably cooler temperatures, we were the second car to leave, but far from being a speed event, our instructions were to drive the fifteen kilometres at an average speed of 49.18 kph. The roads were some of the best we encountered on the rally and it was difficult to achieve this, even by slowing right down to a snail's pace in places. May be the Swiss police had set the rules here?

One of the highlights of the rally was to find ourselves caught up in the midst of "la Desalpe" in Chateau d'Oex. This was the national annual festival of bringing down the cattle from the mountains to their winter quarters in the villages below. With the youngsters of the area in local Swiss costume, we found ourselves in the middle of equally excited cattle wearing snazzy, colourful floral hats, and with the clanging and clanking of enormous metal bells around their necks, this was a scene we'll never forget. Unbeknown to us at the time, our beloved Gran Turismo S was well and truly splattered on both sides with you-know-what from the excited animals! We would undoubtedly have won first prize for the dirtiest car in the rally, had one been awarded.....

As new members of the Maserati Club, Peter and I thoroughly enjoyed this, our first International Rally, and very much look forward to the Maserati-Centenario in Italy next year. The dates of 19-21 September are already in the diary!

The Maserati International Rally 2013

Switzerland – The Results By Andy Heywood

Nine teams from the UK club made the journey to Montreux for the Swiss International Rally in September (writes Andy Heywood). We were joined by around 80 other Maseratis of all ages, from Tipo 26 to Ghibli III, and together we enjoyed three days of fantastic driving and generous hospitality.



Photo: Peter Holmes

The overall winner of the event, and the Peter Martin Trophy, was a popular choice – Frits and Coreille Harms from The Netherlands with their Shamal, but UK club members also did well. Stephen Dowling won the Concours with his 5000GT. Nick and Deborah Heywood-Waddington placed 2nd in the regularity event with their Khamsin and Peter & Jane Holmes (Ghibli SS) and Roger & Helen Epsztajn (Sebring) also placed in the top ten.

Judging the concours were the legendary Ermanno Cozza and Fabio Collina from Maserati and during the gala dinner, Maserati also announced dates for their centenary celebration rally in Italy next year – 19th to 21st September. One for the diary! A full report on this year's event will appear in Trident.

ANORAK'S CORNER



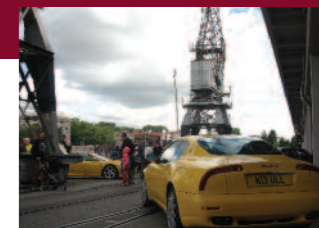
What's this?

Answers on Page 8



Great Western Italian Day By Paul Hanmore 8th September 2013

The Italian Auto Moto Club held its late summer event on the quay outside the M Shed museum beside Bristol's historic Floating Harbour. We were pleased to welcome a number of vehicles not previously seen at this event and once again were able to present a good cross-section of Italian two- and four-wheeled transport. Following the normal informal format of this event, there were awards for the vehicles the organisers would most like to take home. These were: Jim Burnham's Lambretta Special 125, Steve Quinton's Ducati 999, Chris Sherwood's Lancia Aurelia and David Roots' Alfa Giulia Special.



Northern Tour By Brian Smiles



We met at Beamish Museum, a working museum which brought back many childhood memories. We enjoyed our pre-dinner drinks before feasting in an annex to the dining room at our base, the Marriott Gosforth Park Hotel.

On Saturday morning, we set out up the coastal route to tour Bamburgh Castle, where the views over the Farnes and Holy Island

were so clear. Next stop was Alnwick Castle for lunch in the Tree House, it really is in a tree, needing to cross the wobbly bridge. After lunch visits were made to the Gardens and Waterfall, and into the Castle, home of the Duke of Northumberland. We drove across the Northumberland moors and fells to Rothbury and Otterburn, returning to the hotel via the Military Road which runs parallel to Hadrian's Wall. We sampled the night life in Newcastle on Saturday night, after an enjoyable meal our coach took us past some of the notorious night spots where the visiting hen parties and stag parties were in full swing. Enough of that, we went back to the hotel for a night cap.

Sunday took us on a gentle run to Derwent Reservoir where again the views were fantastic then onto the market town of Corbridge for Sunday Lunch. Dax, the dealer principal for Benfield Maserati in Newcastle, kindly stood us all a drink.

Despite having cancelled the event because of late cancellations we still managed to get 14 cars out, thanks mainly to Peter Holmes. Everyone said how they enjoyed the weekend and how well we got on together. To sum up, the venues were good, the weather was great, the roads very drivable and the company very sociable.

A Club Marriage By Colin Addy

Diane and I got married on Friday 23rd August at Kedleston Hall in Derbyshire. Of course the Spyder had to feature as the bride and groom's carriage. There weren't any treasure hunts or other navigators' quizzes to do on the way back to our house for the reception, and no obscure route instructions, so we arrive smiling just as we had left Kedleston 20 minutes earlier! As you can see, the car scrubbed up well! On the following Sunday we flew off to Italy, to Tuscany - but only got an Audi as a hire car! Despite driving about a bit, including two trips to Florence, we didn't see a single Maserati and only one Ferrari! On a previous trip in 2001, and on the same stretch of Florence - Siena motorway, I remember seeing my first QP4 flash past and disappear into the distance. But not this time.





Maserati Club Christmas Lunch

Waiting List Only
Sunday 8th December 2013, 12:30 start

Bluebird Dining Rooms, 350 Kings Road, Chelsea, London SW3 5UU
Bluebird is the realisation of Sir Terence Conran's dream to incorporate a wide range of food and drink activities in a unique London destination. Bluebird is a Grade II listed building built in 1923 and it was originally the largest motor garage and one of Chelsea's most notable landmarks; it was here that Malcolm Campbell's famous Bluebird cars were allegedly assembled. Between 1927 and 1935 he broke the world land speed record nine times, taking it to 301.129 miles per hour. The building has since been used as an ambulance station, a photographic studio, fashion market and finally in May 1997, Bluebird opened.

On arrival, pre-lunch drinks will start at 12:30pm followed by a three course lunch served at 1:00pm, accompanied by appropriate wines. A vegetarian option will be available. Price will be £55 per head.

The Club is hopeful that existing members, who have not generally participated in Club events will consider attending this luncheon.

Booking forms are now available on the club website. However, places are now limited, please send your application form and payment asap to **Andrew Hutton** at andrewhutton5@btinternet.com.

'Northern Lights' Winter Lunch Locally Arranged Event 26th January 2014

At last! A new social event is being launched for the Midlands and the North. A New Year's lunch at The Mere in Knutsford has been organised by Gail Mosley - see the web site for details. Anyone who has been to Gail's events before will know that she is a past master for producing the buzzy ambience we all enjoy.

Booking form can now be downloaded from Maserati Events page on the website.
**Contact details for Gail are: Tel 01803 722633/
07710740812/deedas1@hotmail.co.uk**



Brooklands Museum 'Italian Car Day'

3 May 2014

Developed over the last 28 years in association with Auto Italia magazine, the Italian Car Day has become established as the UK's premier event for owners and admirers of Italian cars. Brooklands Museum is once again the venue, this historic location providing visitors with the opportunity to see and hear selected cars being demonstrated on the demanding hillclimb and the circuit at the adjacent Mercedes-Benz World. Visitors arriving in any Italian car will have the opportunity to park in the areas set aside for the appropriate marques, car clubs and register displays.

Stanford Hall 'Summertime Classics'

29th June 2014

Launched in 2013 this exciting new event will be held again in the manicured parkland of Stanford Hall. Centrally located with easy access from the M1 and A1M motorways, this superb stately home will be host to extensive displays of classic cars, bikes and commercial vehicles of all marques and nationalities. The event incorporates a classic car concours competition which forms the centrepiece of the event. Attractions include aerobatics, a tribute band and autojumble.

CAMERON MILLAR SPRING MEETING

24, 25, 26, 27 April 2014

The **Cameron Millar Spring Meeting** will take place over three days and three nights and will be based at the award winning luxury Ballathie House Hotel just north of Perth—www.ballathiehousehotel.com. This is a stunning Scottish Country House Hotel beside the River Tay that some years ago played host to a Maserati Club event. Since then, 16 luxurious Riverside rooms very close to the main house have been built, and with 21 rooms in the main house, including five single rooms, there are just 37 rooms available over the weekend so early booking is going to be essential in order to avoid disappointment.



The price for this event starts at £495 per person. In order to secure your place, a deposit of £150 per person should be sent with your booking form or preferably paid via BACS into the Club's bank account. The booking form is included in the Newsletter and can also be downloaded from the Club's website. Entries will be accepted on a strictly first come first served basis.

The outline programme is as follows: arrive at the hotel on Thursday for a drinks reception courtesy of **PK Supercars** followed by dinner. On the Friday, provided the roads are passable (yes, really), we'll be driving up outstanding roads for lunch at **Balmoral**, the Scottish holiday home to the Royal Family. We'll then return to Ballathie House for dinner. The following morning, after a hearty breakfast – you'll need it because you'll be taking part in the **Ballathie Highland Games!** After lunch, there will be a visit to **Glamis Castle**, the home of the 18th Earl of Strathmore & Kinghorne and childhood home of HM Queen Elizabeth, The Queen Mother. Then its back to the hotel for the amazing **McGrath Maserati Ceilidh!** On Sunday morning, we'll nip down the road to visit Scotland's oldest distillery, thanks to **Autoshield Maserati**, on our way to our final lunch at the world famous **Gleneagles Hotel**. As this may be your last chance to enjoy an event in Scotland without having to bring your passport, don't delay, book today! For further information, please contact Peter Holmes: ph.kerfield@tiscali.co.uk
We are most grateful to our sponsors for their generous support:

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Bristol Italian Auto Moto Festival, Maserati Centenary 2014 - 19 April 2014

The 12th BIAMF will take place on Easter Saturday when we shall be celebrating the centenary of Maserati. We request all who wish to enter a Maserati to register your intention now, so that we can be sure to have sufficient space allocated when entries begin to be accepted towards the end of January. The website is www.biamf.co.uk. To register your entry please contact: biamf@italianautomotoclub.co.uk



Brooklands Museum 'Supercar Saturday'

27 July 2014

Developed over the last two years, this exciting event will be repeated at Brooklands for 2014. This is a rare opportunity for the public to be get close to exclusive motor cars and also see them in action. At most venues, exotic cars are fenced off in secure enclosures but at Brooklands, with its friendly atmosphere, the visitor can inspect the cars at close quarters. Historic Brooklands has easy access via London's arterial motorways and is conveniently located just within the orbital M25. It has excellent aviation and motoring exhibitions including the Concorde Experience and London Bus Museum. The event has proved to be popular with car clubs that put on complementary displays for members and also take part in the Test Hill runs. Owners of supercars cars are invited to contact the organisers for information on free entry.

Maserati News

Anna Angelini, new Maserati PR Supremo

Maserati GB Ltd has announced the appointment of Anna Angelini to the role of Press and Public Relations Manager for the UK market with immediate effect. Anna succeeds Silvia Pini who takes up a new position as Head of Communications for Eastern Europe at Maserati. Georgina Cox will remain in her role as Press Officer and will now report into Anna. Anna brings with her a wealth of PR and automotive experience, from various corporate communications roles at Fiat Group and more recently as PR Manager for Fiat, Alfa Romeo, Abarth and Fiat Professional in the UK.



Maserati Attends Goodwood Revival

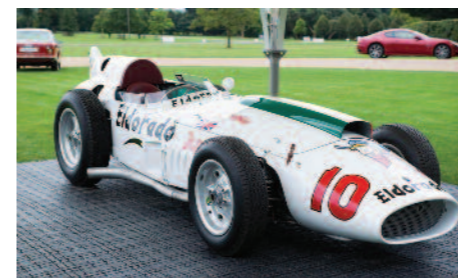
Maserati had much to celebrate at the 15th annual Goodwood Revival. This year, not only was the Trident marque celebrating 99 years since it was first established in 1914, but also the 50th anniversary of the company's flagship model, the Quattroporte.

Fifty years since its launch in 1963, Maserati celebrated the success of the unrivalled sporting four door saloon, exhibiting both its first and latest version in the Earls Court Motor Show. The sixth generation Quattroporte took pride of place in the "cars of the future" display, allowing Revival spectators to get up close.

In the Earls Court Motor Show, crowds also gathered to admire the 1971 Ghibli I and the Quattroporte's younger brother, the new Maserati Ghibli, which had its world debut earlier this year at Shanghai.

Out on the Goodwood circuit, 22 Maseratis were fielded on the race track, competing for the various trophies in each category over the course of the weekend and, as expected, achieving several top position results.

On Sunday, 120 Maserati guests were treated to VIP hospitality at Goodwood House and chauffeur driven to and from the motor circuit in a fleet of luxury Maseratis from the current range. Guests were able to view a spectacular display on the front lawn comprising of a Maserati Tipo 420 M 58 'Eldorado', on loan from the Panini Museum Collection, raced by



Sir Stirling Moss in the 1958 Monza 500. Completing the display was the new Maserati Ghibli and, further celebrating the 50 incredible years of success of Maserati's flagship model, the Quattroporte I and II.

As Maserati North Europe hosted its annual Goodwood Revival lunch in the house, Peter Denton, Region Manager Maserati North Europe, also awarded a prize for the 'Best Dressed Couple', as most guests entered into the spirit of the event by wearing stylish period costume.



Maserati in Belfast

Charles Hurst Group have recently opened the doors to its completely new state-of-the-art showroom, which has been designed and constructed to showcase the Maserati brand's latest Corporate Identity. The dealer group has represented the marque in Ireland for over ten years and the latest showroom in Belfast is a testament to this enduring partnership.



The high-tech new showroom has been built to exacting standards featuring floor-to-ceiling windows, light-diffusing materials and an eco-friendly, carbon-cutting heating system that makes it one of the most sustainable buildings ever built in Northern Ireland.

During the showroom opening event were the all new Maserati Quattroporte and the new Ghibli saloon. To add a hint of the marque's racing history, was also the Maserati Tipo 420 M 58 'Eldorado', on loan from the Panini Museum Collection and raced by Sir Stirling Moss in the 1958 Monza 500.

Maserati Store Ramping up for Christmas

Expect even more emails than usual to capture our interest for all gifts with a Trident. A new range to models (toy cars, that is), ranging from €17 to €600 for the wonderful transporter I mentioned in a few Newsletters ago. 250 F, Transporter, Birdcages, Ghibli, Bora, Kyalami, early BiTurbo, Quattroporte, Spyder, GranTurismo/Cabrio are yours to choose from.

Also, there are more new MC12 sneakers (!) watches, La Martina winter polo apparel, MC Trofeo clothes, and full range of leather products, including bags, satchels, purses, wallets, travel rolls, key rings and zip arounds (not sure what they are). Might solve a few Christmas present problems with stuff you never knew you wanted..



Even More Ghibli News

Following its debut at the Shanghai Motorshow earlier this year, Maserati have released a fascination film on the all-new Ghibli on www.youtube.com/watch?v=avCWzkNiXok or alternatively, contact James, Lawrence or Sam at Maranello Sales in Egham on: 01784 558062

Maserati Diagnosi now at McGrath's

Essential to all aspects of maintaining a modern Maserati, the Diagnosi system is an interactive diagnostic machine that links to the Maserati Factory. Only a few of the Maserati specialists have this equipment and Andy Heywood is we proud to say that McGrath's are one of them. Diagnosi is used to check each car's service history, reset service intervals, diagnose faults in all electrical systems, and install software upgrades via communication with Maserati themselves. Diagnosi allows us to offer the complete service for Maserati owners.

Michele Conti - The 1957 Maserati 3500 GT

Available to purchase



Michele Conti: The 1957 Maserati 3500 GT. A very rare 1:10th scale scratchbuilt example of the master builders work and considered to be a one off. This example utilizes steel, aluminium, copper, brass, leather, glass, rubber and chromed parts and has all opening sections. Part of a private collection for the last 20 years. Please contact us with any enquiries abernstein67@gmail.com **Yours for £9,000.**



Oliver Strebel-Ritter
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osr@worldcollector.co.uk
www.worldcollector.co.uk

Winter Tyres for your Maserati

Pirelli Sottozero tyres are the ideal choice for any Maserati (writes Chris Wright from Maranello Sales). Due to the excellent road holding features both on snow and on wet surfaces, so you can continue to enjoy the best possible performance from your car without compromises in all weather conditions. Ideally winter tyres should be fitted in the Autumn when the temperature drops to below 7°C and in many parts of Europe it is illegal to drive without them during the winter months. We can also offer free dry storage of your summer tyres, so please contact Steve Willson on: 01784 558 421 for our latest prices and offers.

Advertising Rates

Post or email advertisements, and cheques where applicable, to the Editor. See above for contact details. Cheques payable to 'The Maserati Club Ltd'.

All advertisements will feature in two consecutive issues of the Maserati Club Newsletter, added to the Maserati Club website for 4 months and free in Auto Italia magazine. Please inform us when you have sold your car or parts.

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



Khamsin

Number 409 of only 430 built over a 7 year period. RHD. 73,000 miles. Recently restored and completely rust-free after bare metal re-spray in period colour Rosso Fuoco. New carpets and some new leather but trying to retain its original patina.



Substantial work by Bill McGrath to engine, suspension, brakes, and sub-frame and considerable fettling to get all the little bits and bobs just right. Set of new correct tubed Michelin XWX tyres make it a beautiful usable car with nothing further required. McGrath has just completed a full service.

A larger photo is on page 56 of Trident, Spring 2013. Reluctant sale in order to enable Ghibli project to be undertaken. £85,000. Tony Bernstein; long-standing Club member; 0044 (0)7798 532791; abernstein67@gmail.com

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Membership rosters for 1982 thro' 1997 and other related magazines, "market letters" etc. £100 the lot. All plus post and packing. 0131 449 4828, rae359@hotmail.com

1989 Spyder E Wheels and Tyres



Four original Maserati alloy wheels from a 1989 Spyder E, two fitted with Pirelli P700Z ZR15 Tyres Size 205/50 and two fitted with Pirelli P700 VR15 Tyres Size 205/50. Price £180 each. John Heathfield Tel 07770 938300

2005 Spyder 4200GT



Grigio Alfieri Maserati with burgundy hide. 55 reg, only 25,000 miles. A 2 'fair weather' owner car in close to new condition with the really excellent manual gear change. Full service history. Includes: Skyhook suspension Rear parking sensors Cruise control Rear wind stop Bi-Xenon headlights Electric memory seats Satellite navigation system £25,000. dm@canford.co.uk or 01947 897 530

Maserati Collectables For Sale

An interesting collection of past members Maserati regalia including as new books, several framed pictures and an unworn Maser leather jacket. For full list please tel 07850 777997 or email derekmills1@tiscali.co.uk.

Maserati Suitcase

Beautiful black, embossed leather, Maserati suitcase. Measuring 15cm x 71cm x 53cm and with Maserati motifs. New and unused. Offers please. Contact: rogerv@birminghamstopper.co.uk Mob: 07977 270 446



4200 Cambrio Corsa

It was first registered 26/09/2003 and is metallic grey with mid red and black leather interior, a beautiful combination. The car has just had fluid and filter changes, and about 60% clutch life with only 40,900 miles on the clock at this time.

I have owned this lovely car since 2009 without any problems. This 4200 Cambrio Corsa has lots of features some of which are, electric windows and mirrors, seats which are heated, fog lights, paddle shift, with auto option, sport mode, air bags, msp, abs, ebd systems, air con, gear indicator, info centre.

The price is £15,500 for my lovely car, the reason for selling is that I wish to upgrade to Grand Sport. Please phone 01670789247 or email bandk67@gmail.com for more information and photos

Wanted Biturbo Spyder 2.8

Must be a 2.8
It model and must be in top condition particularly the body and paint work. RHD or LHD, an independent inspection will be required by a qualified Maserati engineer before purchase. There is good money waiting for the right car. Contact Edwin in the first instance EJF@MANX.NET

Parts Wanted

- 1) 2 front shock absorbers for a Quattroporte Ottocylindre
 - 2) Becker Radio, possibly a Mexico
 - 3) CD player
- Contact Steve Rogers - 01707 261232 or mobile 07563 552500, steverogers@zen.co.uk

Parts for a 1980 Maserati Merak SS

All used condition, for sale as one lot. Including gearbox, pair upper A Arms, pair lower A Arms, pair of coil springs, pair drive shafts, pair discs, pair swivels, pair rear hubs, etc offers around £1200 Andy 07595 218406.

Regalia

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

We do now have in the manuals section a Quattroporte III (tipo 330) Workshop Manual. A big book - like the car! This will be available to club members @ £85 inc P&P.



Answers to ANORAK QUIZ on page 5

It's a 2010 Maserati Shortcut 99 Concept that was conceived by Italian designer Andrea Spagiar and features a longitudinal front V8 engine.

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 "Maserati Club Ltd".

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

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Disclaimer and Contact Address.

The Newsletter allows contributions from Club members to air their own views, advice on technical matters and latitudes in expressing opinions on controversial subjects, so that members will be better informed. Views expressed are not necessarily those of the Editor or Committee of the Maserati Club Ltd.

The Newsletter is published bi-monthly by the Maserati Club Ltd. 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 Ltd.

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 Jan/Feb issue is 9th January 2014.



TORQUETALK

As the Racing News has moved to the Trident Magazine, TorqueTalk will feature a wider selection of motoring events and stories. The articles and pictures are mainly from my own experience at these events, but as always, I welcome contributions from any members that have a Maserati link. I hope you enjoy the read.

Goodwood Festival of Speed

The 2013 Festival of Speed focused on highlights from its glittering 20 year history.

This was my favourite Maserati at the Cartier display:

The 1954 Mondial de l'Automobile in Paris showed the A6GCS/54, which came in berlinetta, barchetta and Spyder versions (150 bhp), with designs by Pietro Frua, Zagato and Carrozzeria Allemano. It was also referred to as the A6G/2000 and 60 were made and this example is the Frua designed Spyder.



Providing demonstration runs up the hill was the actual 250F that Fangio won the 1957 German Grand Prix ahead of Hawthorne and Collins in their Ferraris and winning his 5th World Championship F1 Title. The car still bears the number 1.



The 450S was probably the fastest Maserati sports car ever made by the factory. It was built to challenge the V12-equipped Ferrari, the Jaguar D Type and the Aston Martin DBR1 in the 1957 World Sports Car Championship. The Maserati 450S had a front-mounted 4.5-litre V8 engine capable of rocketing the car from a standing start to 100 mph in eleven seconds. The four-overhead cam engine produced 400-420 horsepower and had a top speed of 193 mph. Nine cars were built between 1956-58.



Goodwood Revival

The weather was not so kind this year, but that did not dampen the spirits of the ever enthusiastic crowd. There was a special tribute to Jim Clark, parading many of the cars he raced; a celebration of the 100th Tour de France; and the Dam Busters were remembered 70 years after their amazing raid behind the German lines. The Richmond Trophy featured a magnificent ensemble of 250F's, including the V12 model introduced in 1957 towards the end of the car's illustrious career. The 250F debuted in 1954 and that year four of the 240bhp straight six machines came to the UK. Sterling Moss acquired one and began the season as a privateer in chassis 2508, but by the end of the year he'd graduated to the works team and won September's Goodwood F1 race. A great result this year for Tony Wood in the Tec-Mec-Maserati, finishing 2nd in the Richmond Trophy.



The 250F V12 driven by Max Werner and entered by Klaus Werner (no.24) and Tony Wood in the Tec-Mec.

St James Concours, London

As enthusiasts, we spend a lot of time surrounded by classic cars and it can sometimes be easy to forget how privileged we are to be able to be at the right place at the right time. Sarah and I invited Bill Jackson & Jill George to the 2013 St. James's Concours of Elegance and there could be no mistaking the fact that this was a truly the right place to be. The walk along The Mall alone, past a seemingly endless line of Lamborghinis and the Royal Automobile Club's 'Spirit of Motoring' Tour was enough to merit the trip into town. But once upon the Royal Lawns of Marlborough House, an entirely different calibre of car presented itself.

HRH Prince Michael of Kent driving the 24 litre Napier-Railton down the Mall to the St. James Concours



The Concours was an assembly of 60 of the world's rarest and most valuable cars and the Maserati marque was of course in evidence, including the wonderful ex-Sir Stirling Moss 1958 Tipo 420M sponsored by Eldorado Ice cream, on loan from the Panini Museum. The Eldorado is reputed to have taken only 20 days to build, mainly using parts from the 450S and 250F and completed barely a week before its first race at Monza. There were three heats and midway through the third heat, while running fourth, the Eldorado broke its steering while high on the banking at an estimated 170 mph. The out of control car slid up the banking and smashed into the retaining wall, bursting both right side tyres and breaking the wheels, and then spun wildly down into the infield giving Moss a massive scare. He escaped without injury and the Eldorado suffered only minor damage. It was repaired and shipped out to Indianapolis for 1959 but did not compete. Possibly the shortest career of any racing Maserati?



Another one-off gem was the 1955 A6G/54 2000 Zagato Spyder. It was the first Maserati road car to use the twin plug/twin cam engine and was a forerunner to the 3500GT. This car was a special custom order for Juan Peron of Argentina, however, it was not delivered due to political troubles and stayed at the factory until in 1958, when the Zagato was purchased by Louis Schroeder. In more recent years the A6G underwent a ground-up restoration by Genoa Racing and went on to win the Post-War Sports Award at The Quail in 2001.

Spa Francorchamps Six hour race weekend



For the full story have a look at the Racing News in Trident but here is a taster.

TORQUETALK

TorqueTalk welcomes contributions from any member of our club. News involving Maseratis and OSCAs is especially welcome, even if it is not owned or driven by a member of our club. Please keep sending your stories and photographs.



Contact: Michael O'Shea:
racingnews@maseraticlub.co.uk