



Issue **141** Sept/Oct 2015

The Maserati Centennial International Gathering:  
**Winner of the 2014 International Historic Motoring Awards' Tour of the Year!**

**MONTHLY EVENTS** - Local Kent Gathering - First Monday of the Month  
7:30pm, Contact David Bracey for location.



**Classics on the Quay Brunch**, normally the 3rd Sunday of the Month - 10.30 to 12.30  
outside the Waterfront bar & restaurant, Shamrock Quay Marina, Southampton

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

If you have a date you would like included in this section please email it to [newsletter@maseraticlub.co.uk](mailto:newsletter@maseraticlub.co.uk)

### October 2015

**4 October 2015**  
**Hampshire Autumn Run**  
Oakley Hall Hotel, Oakley,  
near Basingstoke  
Contact: Ken Chisholm  
Email:  
[trystehouse@hotmail.com](mailto:trystehouse@hotmail.com)

**9 - 11 October 2015**  
**(12 optional)**  
**Autumn Meeting**  
Yorkshire Dales  
Contact: Edwin &  
Pam Faulkner  
Email: [ejf@manx.net](mailto:ejf@manx.net)

**11 October 2015**  
**Motorsport Day**  
Brooklands Museum  
[www.auto-italia.net](http://www.auto-italia.net)

**25 October 2015**  
**Prescott Breakfast Club**  
Contact: Barrie Murray  
Email:  
[barrie.murray\\_upton@me.com](mailto:barrie.murray_upton@me.com)  
Telephone: 0780 388 7811

### November 2015

**13 - 15 November 2015**  
**Classic Motor Show**  
NEC, Birmingham  
[www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)

**15 November 2015**  
**Desert Concorso**  
Palm Springs Stadium,  
California  
Website:  
[www.desertconcorso.com](http://www.desertconcorso.com)

### December 2015

**6 December 2015**  
**Christmas Lunch**  
The Bluebird Café, London  
Contact: Andrew Hutton

### January 2016

**31 January 2016**  
**Northern Lights Lunch**  
The Mere, Knutsford  
nr Manchester  
Contact: Gail Mosley  
Email:  
[deedas1@hotmail.co.uk](mailto:deedas1@hotmail.co.uk)

### March 2016

**6 March 2016**  
**Title: Brandon on the Water**  
"One Degree West"  
Oxford Road, Haddenham,  
Bucks HP17 8TT  
New Season Opening Event  
Contact: Email:  
[douglas.lowndes@sky.com](mailto:douglas.lowndes@sky.com)  
Telephone:  
Douglas Lowndes

### April 2016

**28 April - 3 May 2016**  
**Cameron Millar 2016**  
Moselle  
Contact: Roger Epsztajn  
Email:  
[roger@maseraticlub.co.uk](mailto:roger@maseraticlub.co.uk)

**30 April - 2 May 2016**  
**Donington Historic Festival**  
Location: Donington Park  
Website:  
[www.doningtonhistoric.com](http://www.doningtonhistoric.com)

## Classic British weather at Silverstone



Photo: Dave Smith



Photo: Dave Smith

**Guillermo Fierro - in Maserati 250F**



Photo: Dave Smith

**Club Stand**



Photo: Dave Smith

**Oh, it did rain!**



Photo: Dave Smith

**Nice car, wish it was mine...**

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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](mailto:newsletter@maseraticlub.co.uk) **Copy deadline for the Nov/Dec issue is 2nd Nov 2015.**

Background image: The 25th Silverstone Classic - Simon Diffey in 250F CM 5 - see page 8

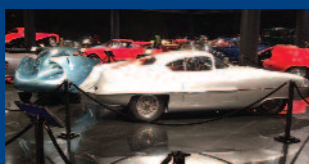


## Editor's Agenda

I met up with some very good, globally mobile, family friends who had just moved to Danville in the east San Francisco Bay area. This gave me the opportunity to visit the beautiful Blackhawk Museum, just a few miles away from their new home. The highlight for me was the trio of Alpha Romeo B.A.T.s (numbers 5, 7 & 9). You may remember, a Japanese collector made a bulk purchase of these three for \$21m just over 10 years ago. \$50m each today, I wonder?



Also at Blackhawk was '62 5000 Allemano and a prototype '61 3500GT Vignale Spyder along with a very attractive '63 Iso Grifo prototype. Not really fussy which one would be in my garage! I was fortunate enough to attend the museum on the first Sunday of the month, which had a Cars and Coffee morning, with over 700 cars congregating. Only 3 Masers were identified, a good few Porsches and Ferraris. They appear to have events most weekends, so it's worthwhile making the detour if you are in the area.



I see yet another boyhood fantasy was auctioned recently – the Maserati Boomerang. I remember having such a model a long time ago. Unfortunately it took €3.3 to purchase the reality at Bonham's auction in Chantilly, France.

Yesterday afternoon when I was in my office in Irvine California, there was a huge downpour. It's still funny to see everyone get up from their desks to watch this rare event, especially as one aspect of the building looks over the I405, a major road to LA. Due to so little rain, there had been a threat to name and shame people who use too much water, but instead the water companies escalate their water bills if you use too much water.

I am looking forward to Autumn Meeting in Yorkshire. I really enjoyed the last meeting we had there a few years ago, but unfortunately my Yorkshire-born wife will not be able to make it. Oddly enough, I am looking forward to the cheese tastings, as most of the stuff you get stateside is a bit anaemic.



**Henry McNeill,**  
newsletter@maseraticlub.co.uk

My son James will be off to Cardiff University to study Chemistry, we were blessed he got into this first place university. We share a passion for music and will miss his noises around the house. And, Natalie got all he exams to progress into sixth year, so August as an interesting time in the McNeill household. For those of you with offspring in the 16 – 18 age groups, I hope your expectations were met.

*Eeh by gum, it nearly Yorkshire time!*  
**Henry McNeill, Sept 2015**

## Chairman's Note By Nick Heywood-Waddington



Nick Heywood-Waddington

**Deborah and I have been away for over a month with no regular newspaper, no radio or TV and little interaction with the world other than an occasional glimpse at a foreign newspaper. And what a release that has been! We are so bombarded by international and national news here in the UK that we tend to disconnect from the quotidian, the everyday concerns that affect the local rhythms of life. As the tranquillity of rural Italy gives way to the cacophony of the UK I now find myself up against editorial deadlines!**

So what has changed in a month? Well, nothing really. It is like listening to the Archers, which we used to do once a year on the early

morning drive home after flying in from Hong Kong. Nothing had actually changed. Of course there had been change, but no essential change and that was always a great comfort. It was a reassuring continuum like the shipping forecast.

Where am I going with this? Well the transition from one state to another highlighted for me the friction between change and continuity that affects all we do. The club faces the same thing. As a thriving club it is easy to enjoy the warm bath of present success and avoid the cold plunge pool of future challenge. But now that the AGM and the summer holidays are over it is time to tackle the challenges which I set out in my Report to the AGM. These are to:

- Continue to pursue cost saving and benefit enhancing opportunities
- Form a consistent multi-media publications and communications policy
- Promote wider participation by members in events
- Seek to improve benefits for members

The Committee will be discussing concrete actions shortly, but we do not have a monopoly on good ideas (though you may think we have a monopoly on bad ones!) and so I would ask all members to consider how they think the club can best achieve these objectives. Please share your thoughts with anyone on the Committee either privately or as a letter to be published in the Newsletter or, when it is completed, shared on the website.

Some concern was expressed at the AGM that the Committee is a bit of a closed shop re-elected each year without much change. I cannot deny that the facts would support such a view but it is a two edged issue. If you would like to contribute to change by being considered for membership of the Committee please put yourself forward. All you need is passion combined with some relevant expertise and experience of the Club and a willingness to get stuck in. We have had one excellent applicant fulfilling three out of four of those requirements who we are confident will satisfy the fourth in time, but I would really like to hear from more members. If you are

interested please don't hesitate to call any Committee member for an informal chat about what being a Committee member entails.

September is perhaps the busiest month in the classic car world's year so there is much to anticipate. I missed Silverstone and I look forward to hearing about that and other events held over the summer. I am now looking forward to getting back on the road as and when the weather allows and particularly to joining the International in Biarritz at the end of the month. I hope to see many of you there, at the Revival or later in the Dales.

Finally, if you haven't booked the Christmas lunch, get cracking – it is filling up!

Nick



## Member Introductions

### Keith Hudson New member looking for a 3500GT

I live in Leicester and recently joined the Maserati club. I have long admired the Maserati 3500GT, in fact ten years ago I pressed print when I first saw an image of one on my computer. That picture is still pinned up in my playroom, as my wife Linda calls it.



I have owned, driven and restored Jensens since 1989 and built up a small collection over the years, until this year when I decided to seek something a little more exotic (sorry Mr. Jensen). Obviously I am ten years late, as I could have acquired one for a fraction of today's price. Nevertheless I have been lucky, hopefully, and secured guardianship of a 1961 carburetor model in several boxes. I have now become highly motivated to drive this project along at a pace and am presently living and breathing it. My intention is to proceed with urgency and precision culminating in an end result in two years, all of my last restorations have taken six years, this will be done partly by myself and partly by or with the help of specialists.

Having retired from the printing business, fortunately at an early age, I have been able to spend the last fourteen years pursuing my hobbies, occasionally distracted by a horse livery business that we acquired as part and parcel of a corn mill that needed restoring and is now our home. So you see I am something of a restoration fanatic. I hope that my energy will be sufficient to see this project to its conclusion and Linda and I very much look forward to meeting other club members at future events. Bit like the wife really.

### John Ellis new member from Limassol, Cyprus

My first Maserati was a 3200GT in 2001, Azzuro Argentina with cream interior an apple veneer fascia (a £1,000 extra - more later). My wife and I were driving to our local seafront Limassol bar when we passed the new

Maserati dealership. My wife said I should never have sold the Maserati (which we did before immigrating to Cyprus). A couple of beers later and we're still talking about it. 'Let's look on eBay, if there's one identical we'll buy it' I announce! There was just 1, 34,000 miles from new, I make the phone call and agree the price. It arrives in Cyprus, just a couple of small issues, with central locking sorted by Abacus

### John Persaud

I am a new member and a lifelong petrol head. As a teenager, I was greatly influenced by my uncle who was a sports car dealer in the mid-1970s! He was lucky enough to drive a Lamborghini Miura, Espada and E Type Jaguar to name a few of his cars. I always loved the Italian creations from Modena including the Maserati Khamzin, Bora and Merak; Ferrari 246 Dino & 308GTB; and the DeTomaso Pantera! I have owned a variety of interesting sports cars including a Renault A610 Turbo (the yellow peril), a Porsche Boxster S and Cayman S.



having a tame mechanic in the boot to cope with the perceived reliability issues of this marque.

Last year, after going to the Auto-Italia event at Brooklands in May, I was hooked and decided I would finally pursue my childhood dream of owning an Italian supercar and address my mid-life car crisis! I think in common with many recent converts to Maserati, I thought long and hard about getting an Italian supercar, with stories of

I read the Autocar Road test; RAC and AA reviews and these convinced me to take the plunge with a Silver Maserati Gransport, as this was a reasonable proposition. I have now had the car 3 months, it sounds and looks stunning and puts a smile on my face every time I drive it! I enjoy car shows and look forward to meeting like-minded members in the coming months in the Maserati Club.

London and the usual throttle pots which are refurbished by Maseratished.

But no apple fascia. I bought a secondhand fascia and had it painted faux walnut. Looks great. On changing the fascia I notice the original is handmade wood while the replacement is injected molded plastic. So out of curiosity I start removing the black plastic covering on the wooden

one and underneath, apple veneer! Photos available if you want to try this.

There's one other 3200GT in Cyprus; a beautiful Bora with stainless steel roof; and quite a few of the latest models and thankfully a garage that can plug into the systems.

## The new Maserati Club UK website

Work continues apace on the new club website. A large part of the structural and technical work is now complete and the job of filling up the site with images, text and data will begin shortly. Though the Digital Publishing Sub Committee has some long nights ahead of it we still hope to launch the new site this year. Anyone who wants to have a look at a short video showing the look of the new site should email [roger@maseraticlub.co.uk](mailto:roger@maseraticlub.co.uk) and a hyperlink will be sent to you.

## Driven Round the Bend By Michelle Anne Smith

Every time I read the Club's newsletter or the Trident magazine, one thing strikes me: every article (except for the most recent magazine) is written by a man, and to a male audience. The content I read is much the same, except the new member introductions, which is a good read. Yet again, all the introductions are from men. References to women are normally to thank them for helping to organise the events. Don't get me wrong, there's nothing wrong with helping organise the club's events. But surely we can do more than that?

I'm puzzled at the old boys club image the Maserati Club seems to have. Maybe this is the way the club has always been run; why change it? Well, how about for the better? Women have a massive buying power and we are serious car owners. I read in the Times that we own and drive a third of all sports cars on British roads. We are not

confined to driving sensible family car drivers, and the club ought to reflect this.

When I pointed out that both the newsletter and Trident were focused on men, and there should be a wider representation, the response I received was that this wasn't deliberate. And then a long list of excuses followed. Well, let's do something about it! So I put myself forward for a committee role. Sadly, I was advised "while all members of the Club are eligible for appointment to the Committee, it considers that members of the Committee are only truly effective once they have built knowledge of the Club and its members over a period of time sufficient to develop a full understanding of the Club" "the ethos can only be absorbed".

So, my contribution for now would be

writing articles. I'll happily report back on club events by giving real and genuine feedback along the way. So you ladies who own a Maserati, yourself or with your other half, read on and see how truly awesome being part of the Maserati Club is. I'll start with the event at the Prescott Hill Climb, which took place on 14 June 2015.

Which brings me to the Annual General Meeting (AGM). The AGM and the Hill Climb being advertised as a package, was the real draw card. Attendance was great. The Club has been operating as a private company limited by guarantee since early 2012. That's why it's required by law to hold an AGM. Where possible, it's best practice and a courtesy to members to notify members by email of the AGM and attach an agenda. I found a notice for the AGM and the agenda tucked in a column on page 13 of the Trident

Spring Edition. Surprisingly, it wasn't to be found on the contents page.

Our table consisted of new members with the exception of one couple we had met the night before. The Club Committee was introduced and we went with the Chairman's lead. Unfortunately, the speeches were difficult to hear over the noise of the steaming of milk and grinding of coffee beans behind the bar. Encouraging discussions between members and the Committee before voting would have been informative and helpful. Some of those members present we spoke with had no idea the Club was a corporate entity. It would be great in the AGM next year to explain to members the corporate and governance structure, and also introduce the directors responsible for the governance of our Club so we all know who you are.

continued...



## Driven Round the Bend *continued.*

We were about to be ousted from our seats for the lunch crowd, yet it was heartening to see members stand up and talk to ensure their contributions were heard. The main points raised were: Frustration at events being sold out to the same people time and again; concerns about the committee locked into doing things the way it has always been done; observation that ticket availability to new members for future

events needs to be improved; concerns over the club funds spent on the new interactive website and whether it would be user friendly. And finally, comments on both the governance of the club, and the absence of diversity in the committee membership to reflect the club's growing and changing membership base.

I eagerly await the 2016 AGM to see

has been done to tackle these valid concerns. There is a genuine desire from the members to see the club continue to thrive. Members with good and practical ideas for change and improvement should be heard out. Dismissing suggestions of one or two is easily done; dismissing the suggestions of a group is not as easy. The Committee might consider that the Trident magazine includes a Letters to

the Editor page immediately after the Editorial. The editor should invite comments and discussions from members and I'm sure there are many who are keen to put forward great ideas worthy of serious consideration. *(Editor: The Newsletter always welcomes letters from members.)*

I hope to see you all at a future Maserati Club event.

## Event Reports

### Silverstone Classic, 24 - 26 July 2015 By Dave Smith

This year the event was celebrating its 25th anniversary with 120 car club displays and over 1,000 racing cars. The weather was not as good as last year; raining Friday, sunny Saturday and pouring down Sunday, but this did not stop the crowds enjoying themselves.

Thursday was "build-up day" with the club represented by Edwin Faulkner and the A-Team. Due to the generosity of Maserati Northern Europe we were supplied with a superb hospitality unit and thanks must go to Edwin (for his negotiating skills), Maserati Northern Europe, Graham and Daniel of Tebay and Jo. We also had the services of Graham for the 3 days to dispense coffee and provide a warm, dry shelter [much needed on Friday and Sunday.] Obviously the weather had an effect on the number of cars attending but 41 Maseratis on display Saturday was very impressive.

As well as the many entertainments, there was the all-important racing and included in a fantastic field of racing cars. There were 3 x 250F's, 1 x 6CM and 1 x 300SI, I also spotted a very rare DeTomaso Formula Junior car. The other bonus was the opportunity to meet old [membership wise] and new members and we even managed to sign up 2 new members on the day. A fuller report will appear in Trident.

## Annual Summer Garden Party

By Derek Mills  
(Club events coordinator)

Jim Buss and Penny had their annual garden party with Jazz at the Dering Arms in Pluckley, Kent. With the sun shining we were treated to Prosecco and wine to accompany a first class hot buffet. Being serenaded by the classic sound of traditional jazz gave us the perfect recipe to chat to old friends and new. This event has become a regular fixture now and attracted 80 car enthusiasts not all from the Maserati club. There were plenty of classics parked around the green to satisfy most petrol heads. For those who have not been you have surely missed one of the most friendly gatherings on our calendar and you should keep this date free for next year's party. You won't be disappointed.



## Five minutes of fame x 2 By Andrew Burford



Edd China and Mike Brewer and famous "Italian Supercar"



Here is Mike when I told him just how little I paid, even he was surprised!

It's difficult to know where to start. The Bi Turbo Zagato Spyder had been poorly stored, work had been completed and re-commissioned by a so called "specialist". There was a dispute between the then owner and the garage and it had been moved on to another owner. Due to wanting to spend money on other non-Maserati cars, the car became available for sale on eBay in July 2012. At this point, it had an MOT, but still had some problems, no doubt due to its previous history and required an enthusiast owner and time to resolve the problems.

So fast forward a while, with the little issues sorted and the car was running well, I did a photoshoot for a five page display in Auto Italia magazine. I received a CD and also the opportunity to race around Bruntingthorpe! However, I was aware of a very special anniversary, that being the 100th year of Maserati. So with that in mind, I made sure the car was at its best for the NEC show. So, I started to focus on the November date, but try as I might, I could not get a space on the Maserati stand. I contacted person after person, but every space was booked and there didn't seem a way.

I tweeted (yes I'm on Facebook and Twitter) and found to my surprise not only a reply but one from a media company offering me the chance to do a "stage parade". I didn't know what this was but said yes! I then found I was backstage with our own VIP area along with Edd China and Mike Brewer of Wheeler Dealers fame and got the chance to drive the car on the stage for 5 minutes per day, give a brief talk on the car, prices, performance, wave to the crowd, honk the horn and generally show off. I also got the 2 guys to sign the magazine I had the photoshoot, so I thought this together with the videos and picture I got increased the car's value and raised awareness of it. So all in all a very pleasing end to the year. Now I'm looking forward to 2015 and taking it to the Italian theme events and the Concours for the first time in my history. I'm trying to find out the history of my car - E500VAH - a Bi Turbo Zagato Spyder. I have been in touch with the original supplier dealer with no luck. I believe it was owned by a previous club member and has the window sticker for 1972-1997 25 year anniversary. At a recent show someone told me it might have been a winner at the concours, probably at least 10 years ago.

## I was wondering – do you know better?



Infographic collated by Nationalnumbers.co.uk – the family owned and run number plate dealer.

## Welcome to the Club

Membership on 28th August 2015 stood at **627**, this time last year the figure was 650. New members signed up since the publication of the last newsletter are: -

Name	Member No.	Area	Car
Paul Durley	5044	Somerset	Gransport
Andrew Clague	5046	Hampshire	3200GT
Terry Langston	5047	Kent	Ghibli diesel
Simon Lobina	5048	Derbyshire	Granturismo
Mrs.Naseem Abbas	5049	Lancashire	Granturismo
Keith Hudson	5050	Leicestershire	-
Mark Iwaszko	5051	Buckinghamshire	Grancabrio
Robert Stephens	5052	Gloucestershire	Spyder CC
Jamie Bennett	5055	East Lothian	Coupe CC
Neil Thackray	5056	Hampshire	Mistral spyder

For those wondering CC = Cambiocorsa.

## A warm welcome to the club

**Bank details: -**  
Our account is with the Co-Operative Bank, it is Maserati Club Ltd – Account number 65635025 – sort code 08-92-99.

## Kind regards

Dave Smith Club Administrator phone/fax 01494 717 701  
admin@maseraticlub.co.uk

## The Who's Who

**Committee**  
President: Alexander Fyshe  
Vice-President: Sir Drummond Bone  
Chairman: Nick Heywood-Waddington  
Secretary: Ken Painter  
Treasurer: Jerry Hutton  
Trident editor: Geoff Lancaster  
Books and manuals: Roger Epszajn  
Web liaison: Ken Painter  
Events co-ordinator: Derek Mills  
Racing News: Michael O'Shea  
Newsletter editor: Henry McNeill  
Archive: Roger Epszajn  
International liaison: Roger Epszajn

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regalla@maseraticlub.co.uk  
webliasion@maseraticlub.co.uk  
events@maseraticlub.co.uk  
racingnews@maseraticlub.co.uk  
newsletter@maseraticlub.co.uk  
archive@maseraticlub.co.uk  
roger@maseraticlub.co.uk

**Non-committee**  
Club Administrator: Dave Smith  
Web master: Enrico Pederzolli  
Back issues: Adam Painter  
Maserati: Tony Willis  
Newsletter design and printing: Amber

admin@maseraticlub.co.uk  
webmaster@maseraticlub.co.uk  
backissues@maseraticlub.co.uk

## Maserati on the Web

- Club Website: www.maseraticlub.co.uk
- 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
- 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
- www.maserati100.com, the centenary website
- www.linkedin.com – Maserati Owners Group
- Maserati Forum (UK-based, see http://www.maseratiforum.co.uk)
- Sports Maserati (in http://www.sportsmaserati.com/forum.php)
- Auto Italia www.auto-italia.net
- Maserati Youtube channel www.youtube.com/watch?v=5WuVTdv6fVI
- Follow Maserati on Instagram



## Stowaways found in new Maserati sports cars in Surrey

The BBC reported that ten suspected illegal immigrants have been discovered hiding in the boots of new imported Maserati sports cars. The stowaways, who are believed to be from Vietnam, were found by Surrey Police as the cars were being carried on a car transporter through Egham. One way to pay for the servicing costs!

## Hampshire Autumn Run

25 October 2015 By Ken Chisholm

### 'A Locally Organised Event'

I am planning another of my popular runs in the Hampshire lanes, starting and finishing in the Winchester area. It will be the same format as before, meeting for coffee around 10:30, a 50 mile drive, followed by lunch. Please contact me at [trystehouse@hotmail.com](mailto:trystehouse@hotmail.com) to indicate

your interest and so I can plan for numbers. It is open to all, including those that have not attended an event before! £10 deposit per person to go toward club funds, the cost of coffee and lunch will be notified in the next Newsletter.

## Super Car and Gourmet Event

Wednesday 23rd September

Take the opportunity to support the John Sykes Foundation (helping to transform lives in Reading) and enjoy a unique experience. You will enjoy driving the super car of your choice from a range of 8 cars including the McLaren, Lamborghini, Tesla and of course, Maserati.

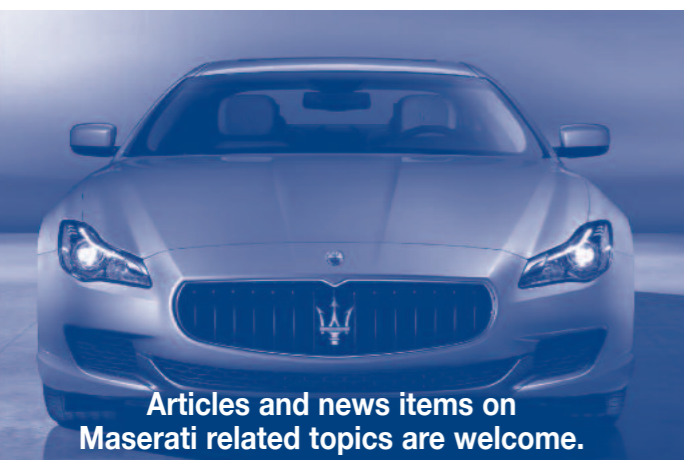
The event is being held at the renowned Michelin starred L'Ortolan Restaurant in Shinfield. You will spend

20/30 minutes driving the car on local roads and then return to the Restaurant for champagne and canapés a three course lunch and coffee with petit fours. There will also be an opportunity to purchase some stunning auction items that you simply can't buy anywhere else. Tickets to include the drive and gourmet lunch are £150. To book please visit: <http://www.lortolan.com/section/63/1/5/upercar-event>.

## International Historic Motoring Awards 2015

19 November 2015

The winners of the International Historic Motoring Awards 2015 will be announced at a gala dinner in London on Thursday 19th November at the magnificent St Pancras Renaissance Hotel. Tickets for this prestigious annual fixture on the international historic motoring calendar cost £180 per person. They can be bought via [www.historicmotoringawards.com](http://www.historicmotoringawards.com)



Articles and news items on Maserati related topics are welcome.

## Maserati Club Stand at the NEC Classic Car Show

13 – 15 November 2015

David Daw and I have been given the responsibility of putting together a collection of cars for this year's event. What we are trying to achieve is a small selection of specifically club member's cars to demonstrate both the heritage and the diversity of what we as a club have a passion for.

We are looking for the following Maseratis' therefore if you own one of the following and would like to display it at the show on the Maserati club display for all three days please contact Edwin on [EJF@MANX.NET](mailto:EJF@MANX.NET) or 01624 822622.

- Original Ghibli Coupe or Spyder
- Biturbo Ghibli Cup or GT
- 425/430
- Bora
- 4200 Spyder
- Mistral.

We will fully steward the event as per always and can restrict access to any pride and joy if required. We would also like you, that is if you have time, to come along and be very much part of things.

Please reply to:- Edwin on [EJF@MANX.NET](mailto:EJF@MANX.NET) or 01624 822622.

THE UK'S BIGGEST AND BEST - CLASSIC MOTOR SHOW

## Maserati Club Display

At the

NEC Classic Motor Show  
Birmingham 13-15 November 2015

Volunteers are required to come and help man the club's stand at this year's Classic Motor Show.

As in previous years volunteers will again be scheduled to be on the stand for either a morning of an afternoon, which will allow plenty of time to see the rest of the show.

If you are able to do one or more days then please contact:-

Edwin Faulkner [EJF@MANX.NET](mailto:EJF@MANX.NET)

And advise your preferred day or days and morning or afternoon.

**EXCLUSIVE CLUB WEEKEND TICKET DISCOUNT!**

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\*Club ticket (under 10 years) offer only applies to Saturday and Sunday, and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket entitles adults and up to 4 children (to 18 years) (book before Saturday 24 October 2015 at midnight) and you will be advised early whether you are eligible for the offer. Tickets are valid for the duration of the show. \*Club ticket (under 10 years) offer only applies to Saturday and Sunday, and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket entitles adults and up to 4 children (to 18 years) (book before Saturday 24 October 2015 at midnight) and you will be advised early whether you are eligible for the offer. Tickets are valid for the duration of the show. \*Club ticket (under 10 years) offer only applies to Saturday and Sunday, and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket entitles adults and up to 4 children (to 18 years) (book before Saturday 24 October 2015 at midnight) and you will be advised early whether you are eligible for the offer. Tickets are valid for the duration of the show.

## Christmas Lunch

The Bluebird Dining Rooms  
6 December 2015, 12:30 Start



Christmas is approaching and that means another visit to The Bluebird Dining Rooms (350 Kings Road, London SW3 5UU). Again I would remind you that numbers are limited to 100, being the maximum seating capacity of the restaurant.

On arrival, pre-lunch drinks followed by a three course lunch accompanied by appropriate wines. A vegetarian option will be available. Price has been held at £70 per head.

Booking forms are now available on the club website. As previously mentioned, places are limited to 100 people. Please send your application form and payment to Andrew Hutton at [andrewhutton5@btinternet.com](mailto:andrewhutton5@btinternet.com) or post to address as shown on application form.

## New Season Opening Event

The club is planning a new season opener for Sunday 6th March at Clive and Pamela Brandon's stud farm at "One Degree West" Oxford Road, Haddenham, Bucks HP17 8TT.

Those of us who have previously attended Clive and Pamela's Picnic will already know what a fantastic place this will be to hold our first meet of the year. A hot buffet selection will be supplied including desserts and wine, finishing off with tea or coffee for £35 PP inclusive.

As we are limited on numbers please email me at [douglas.lowndes@sky.com](mailto:douglas.lowndes@sky.com) to reserve your place and indicate number of guests.

## Maserati Driving Courses

**SPECIAL OFFER 10% DISCOUNT**  
for members or 5 people for the price of 4!



The current schedule includes, see [www.maserati.com](http://www.maserati.com).

- GT1 Day: 16 October
- GT2 Days: 29 – 30 October
- High Performance: 7 – 8 October
- Master Incentive: Team building and tailor-made incentive programmes

## Shopping

Leather bags this month and jewelry that looks like polo mints!

## The Cameron Millar 2016

28 April – 3 May 2016



2016 marks the 90th anniversary of Maserati cars. The first car to carry the Maserati name was a Tipo 26, built and raced in 1926. So to celebrate this auspicious moment the Cameron Millar 2016 will assemble as varied a selection of Maserati cars possible and tour the Three Frontiers Region of the Mosel (Moselle).

We will be based for the entire 5 night rally in Victors Residenz-Hotel Schloss Berg, a 5\* hotel in Germany barely 2 km from Luxembourg and 9km from France. We will visit the nearby village where the "Shengen" freedom of movement treaty was signed. This will be one of the themes for the rally as we move around from one country to another.

My preferred mix of ingredients from educational, cultural, historical, architectural, gastronomic, viticultural, oenological and agricultural will be linked by driving our Maserati cars on a wide range of roads (some even derestricted) through plenty of interesting scenery. We shall visit Germany's oldest city, Trier, the setting for our Concours d'Elegance voted for by the public. We shall also visit Luxembourg City's Kirchberg plateau, one of the

most modern urban spaces in Europe. From track time in Luxembourg to dining aboard a boat whilst cruising the Mosel, there should be plenty to amuse you.

We will be crossing the channel as a group by Eurotunnel with the Flexiplus benefits of a dedicated check-in kiosk and pre shuttle lounge where complimentary packed meals and beverages are available. Sailings from and to Hull will also be available. The hotel is then about 4 hours of driving, not allowing for food and fuel stops, to be taken at your own pace.

Applications to join the rally will begin in early December and will be announced more precisely in the Newsletter and on the website. It is envisaged to be for 40 cars (maybe a few more) with as wide a mix of Maserati models as possible. To encourage members to bring their (well maintained and roadworthy) classics, there will be a technician riding shotgun, generously provided by McGrath Maserati Ltd.

If you want to have the booking dates and reminders emailed directly to you, send me an email so that you can be placed on my email list. [roger@maseratclub.co.uk](mailto:roger@maseratclub.co.uk)

## Freddie Hunt finishes seventh in Autoweek-liveried Maserati at Virginia



Freddie Hunt, son of 1976 Formula One champion James Hunt, drove the Maserati GranTurismo MC Trofeo with an Autoweek livery from the pole for the Maserati Trofeo World Series at Virginia International Raceway. Freddie finished seventh.

Hunt is the second son of a Formula One champion to drive the car. The car won at Road America, where driver Derek Hill, son of legendary driver Phil Hill (who claimed the 1961 F1 crown), won the first race of the third round in the Maserati Trofeo World Series. Read more at [www.autoweek.com](http://www.autoweek.com).

## Mistral with very special first owner makes £525,000



The Mistral was sold directly from the Motor Show stand to its first owner, Diana Dors. She is said to have fallen in love with the car after seeing it first-hand at the motor show. Dors, one of the earliest English stars to court the press, and gain notoriety in the process, was famously the youngest person to own a Rolls-Royce, despite the fact that she was not even old enough to drive at the time. The rare and highly desirable Mistral undoubtedly fit in with the movie star's high-profile lifestyle.

## Silverstone Classic

**At the 25th Silverstone Classic, a Saturday of glorious sunshine bracketed by two days of torrential rain, tested the dedication of not only the drivers – but also a record number of visitors...**

The decisive English weather once again played a significant role at the Silverstone Classic with 2 days of pouring rain separated by a day of glorious sunshine. This year The Classic celebrated its silver jubilee by welcoming more than 100,000 visitors – the first time it has drawn a six-figure audience. New for 2015 was the Maserati Trophy for HGPCA Pre-66 Grand Prix Cars from 1930 to 1965. Despite the name of the race being dedicated to Maserati, only 5 of the 55 cars on the grid were Maseratis. There were class wins for Guillermo Fierro in his 250F and Urs Muller in his 8CM



Simon Diffey in 250F CM 5

My own experience of the Classic was that on the Tuesday before we had a day of coaching with Nigel Greensall (holder of 107 lap records and 148 outright wins) on the Grand Prix circuit. Within the first hour, a wheel hub sheared off on the E Type. We used a road car to learn all the wet and dry lines for the rest of the day ready for the weekend. On qualifying Friday, the heavens opened, but we were ready with the right set up for the conditions and we were very pleased with our grid position.

Saturday passed with glorious sunshine and then the heavens opened again for our race on Sunday. Great, so we thought, we were well prepared for the 2 driver 50 minute race. We knew the wet circuit lines to drive in these conditions and they were firmly planted in our minds, having replayed Nigel's video over and over, followed by a final chat with Nigel before I got in to the car. What followed was the most frustrating period of time I have ever spent on a circuit. The pace car driver decided that we were not to be trusted on our own in the rain and spent the next 25 minutes leading us around the circuit, when he finally came in it was time for me to return to the pits for the driver change. Grrrr...

## Modena Cento Ore - Italy ([www.modenacentooreclassic.it](http://www.modenacentooreclassic.it))

The Modena Cento Ore 2015 was staged June 2 - 7 in central Italy, starting in Rome and finishing in Modena. The organisers planned a special edition for the 15th anniversary of the rally, with four circuit races and 13 special stages among the highlights. Created in 2000, the 'Cento Ore' is a Competition or Regularity rally held on scenic routes with circuit races, hill climbs on closed roads and unique evenings in great locations, all sewed together with touristic and cultural hints. The invite-only event is reserved for vehicles with historical and sporting value, built from the 1920s to the 1970s. The 2015 edition saw the crews driving for four days on the most beautiful roads that connect Rome, Perugia, Florence and Modena, with four famous circuits (Vallelunga, Magione, Mugello and Imola) and thirteen special stages on roads closed to the public. Both Competition and Regularity sections shared the same route, circuits, uphill timed trials and evenings.

The Modena Cento Ore Classic 2015 saw the 1962 Jaguar E-Type of Walker-Redhouse take victory in the Competition section for cars built until 1965 for the second consecutive year, while the crew Denat-Remnant in a 1973 Porsche 911 Carrera RSR won first place amongst the cars from the G/H/I periods. The adjusted classification saw the team of Tourneur-Fiat win with their 1954 Porsche 356 Pre-A Speedster. In the Regularity section, the first place goes to crew Smith-Crew in a 1959 MG A Twin Cam, with the teams classification dominated by the German Scuderia Carolus Magnus from Aachen, the one with the most crews, both in the Competition and in the Regularity section.



## [www.K500.com](http://www.K500.com) Collector Car Website

At last, the classic car market is being recognised as the world wide multi million pound or maybe multi billion market that it is. Simon Kidston, the exclusive Swiss car dealer, has launched the K500 site and had a team of umber crunchers analysing the auction results across the world and has set the results out in graphs of the top 500 models. The K500 will give you descriptions, values, rate their desirability and maybe even help you to pick undervalued models for your collection. Just google k500.com and you have an option to sign up for a month or a year.

## Solitude Revival - Germany ([www.solitude-revival.org](http://www.solitude-revival.org))

The tradition of the legendary Solitude races which began in 1903 with a hill climb sprint for motorcycles and from 1922 became a circuit for sports and racing cars is over 22 kilometres. It is often compared with the Targa Florio in Sicily. Now it is no longer a race, but a celebration of the history of the circuit and some of the beautiful cars that competed there in period. With over 200 cars taking part, including one 1926 Tipo 26 driven by Hans Gschwend and 1933 8CM driven by Kurt Hasler. Early road going Maserati would be welcome as the cut-off date seemed to be in the late 1970's and some even younger.

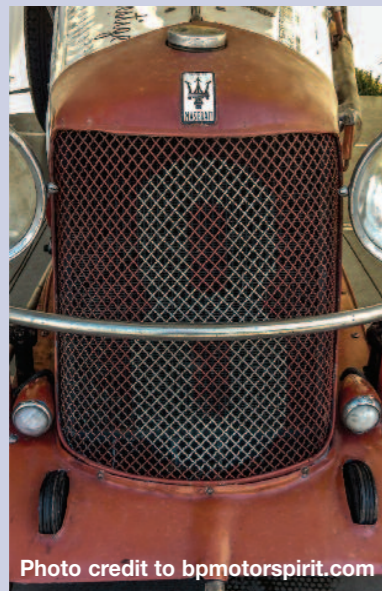


Photo credit to bpmotorspirit.com

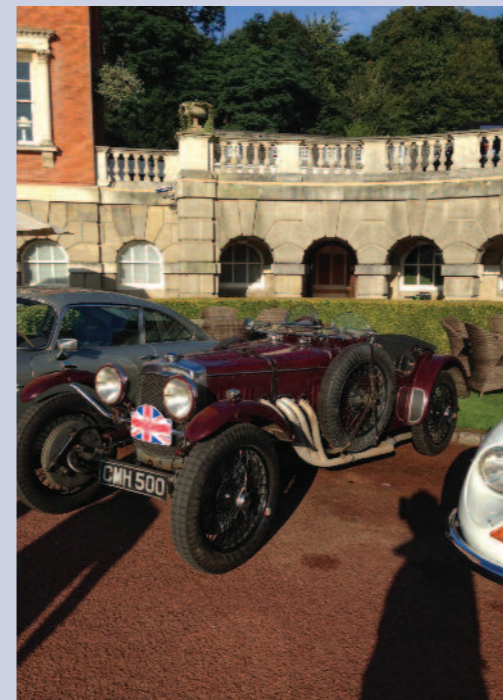


Photo credit to bpmotorspirit.com

If you should find yourself looking for an event next July then this may be worth considering.

## Salon Prive 2015 ([www.salonpriveconcours.com](http://www.salonpriveconcours.com))

For those of you that haven't experienced Salon Privé before, it is a motor show unlike any other. Firstly, it is held at the World Heritage Site of Blenheim Palace in charming Woodstock. Moreover, it successfully combines the latest supercars, hypercars and concept cars with the most beautiful classic cars ever assembled. It is a relaxing, glamorous boutique full-hospitality Garden Party where spectacular cars shine, the diamonds sparkle and the champagne corks pop away. Club member Gordon McCulloch was invited to bring his Fraser Nash Twin Supercharged and was the winner of the most original pre-war car. Congratulations Gordon



## Concours of Elegance, Holyroodhouse By John Bennett



Blessed with wonderful weather (for Scotland) this prestigious event took place over the weekend of 4-6 September at the Palace of Holyroodhouse, Edinburgh. The event declared the intention of displaying sixty of the World's rarest cars and it was a mind boggling display. The only Maserati present was the A6G 2000 Zagato Coupe of Bill Pope. A former Best in Class at Pebble Beach, the car was stunning and I was just sorry we couldn't open the bonnet and crawl over it a bit more. Listening to others looking at the car it generally found a lot of favour. I apologise to Bill for the dribble marks on the door!

## Bo'ness Hill Climb By John Bennett

This event first took place in 1932 but was discontinued in 1967 when the Lothian Car Club moved to Doune. In 2008, the Bo'ness Hill Climb Revival group managed to have the track reopened and run annual hill climbs at the venue since. It's a very tricky run and quite daunting first time out, especially through the courtyard with buildings close on either side. Members Drummond Bone and John Bennett have run the hill a few times and decided that they would again have a go this year in their mutually owned Alfa Sprint. Some very respectable times were posted by them both in this very fast Alfa with 200bhp, running on semi-slicks, John eventually edging past Drummond to a second in class behind an Elan



## TRANS-AMERICA Nova Scotia to San Francisco



**"Go West, young man, go West. There is health in the country, and room away from our crowds of idlers and imbeciles."** That phrase has often been credited to the American author Horace Greeley concerning America's expansion westward. However, it seemed to resonate clearly with Cliff Clifton and I back in 2012 as we found out that we both had a desire to drive across America whilst at the same time discussing the idea of taking part in long distance endurance rallying. (By the way, the word "young" is a slight euphemism in our case, but it sounds better than Go West Old Geezer). At the end of 2013 I acquired an ex-Peking to Paris 1959 Volvo PV544 Sport and we duly sent off an entry form for the 2015 Trans-America Challenge – a 5500 mile endurance rally from Halifax, Nova Scotia to San Francisco. Well, in for a penny.....

Cliff and I took part in a couple of historic rallies in Wales last year in order for me to re-acquaint myself with competitive rallying having previously enjoyed a few years of special stage rallying back in the '80s and for Cliff to experience this form of sport for the first time. We learnt a lot about the dark art of navigation on those events but more importantly, how essential it is to have a sense of humour! There then followed a few months of meticulous car preparation. Finally, at the end of April 2015, having tested and re-tested, checked and re-checked, and carefully stowed tools and spare parts, Astrid was taken down to darkest Suffolk for the international shipping company for her voyage to Halifax.

We collected Astrid from the shipping agent's holding area on the Saturday morning. Scrutineering and signing on was followed by a detailed briefing by the organisers, the Endurance Rally Association, and a welcome dinner and the chance to meet our fellow competitors, many of whom seemed to be old hands at this long

distance endurance stuff having competed in the Peking to Paris, Road to Mandalay and many other such events. We did feel a bit like new boys on our first day at senior school!

Early next morning we drove up to the famous Citadel Hill overlooking Halifax for the start. After a stunning drive along the southern coast to the first Regularity section, we headed north out of Nova Scotia into New Brunswick to the first speed test on a race circuit. This is where we found out that Astrid was not as fast as most of the others cars in our class of up to 3000cc, as we just couldn't match their horsepower. So we were going to have to rely on our times on the Regularities, where maintaining a set average speed timed to the second is critical.

Day One certainly gave us a good flavour of what we were going to enjoy over the next 21 days (including 4 rest days) and over 5500 miles passing from and finally into California. Each day we drove anything from 300 to 400 miles on mainly back roads, both tarmac and gravel, punctuated for the first week by speed tests on race circuits and Regularity sections, and then just Regularities for the rest of the rally. Some of the Regularity sections resembled the special stages that I recalled from my previous rallying experience so we were often able to admire the scenery through the side windows. Thanks to Cliff's expert skills with the trip meter and speed tables we did achieve the best overall times on 3 of the 23 Regularity sections.

Unlike some, Astrid ran almost faultlessly for the entire rally thanks to the thorough preparation carried out by my friend and demon mechanic, Archie Simmonds of Doug Niven Cars, Chirside in the Scottish Borders. Our only problems were minor and easily fixed. The window winding mechanism in the driver's door disintegrated necessitating the use of a rubber wedge and some trusty tank tape. The rubber hose connecting the fuel filler to the long distance tank started to leak and was also easily fixed. The overdrive unit packed in when water got into the fuse box after a particularly vicious car wash but this was quickly sorted with a liberal squirt of WD40. And in the 42 degree heat of Nevada, the plastic dashpot on the forward SU carburettor melted! Luckily we had a spare. We ran the entire event on just one

set of 8ply van tyres and consumed a negligible amount of engine oil. We were lucky; some others suffered fairly major mechanical failures.

We finished 18th overall and 9th in a class. Not too bad considering we were up against some seasoned crews and more powerful machinery. With our appetites well and truly whetted, Astrid's power plant will now be upgraded with a much stronger elastic band to provide more horses and more torque before we tackle our next event. In the meantime, we are looking forward to a somewhat more relaxed drive down to Biarritz for the French International.

<http://www.endurorally.com/pages/the-2nd-trans-america-challenge-2015>.



## Advertising Rates

Post or email advertisements, and cheques where applicable, to the Editor. See below 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



Seen at the Classic weekend - unique Ghibli Spyder Targa.

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**

## Special member's discount for classic Maserati bumpers from Group Harrington

Group Harrington offers members of the Maserati club a special discount of 5% for their complete range of Maserati bumpers. Group Harrington supplies more than 300 different bumper types for a wide range of marques and models. The Maserati range currently covers bumpers for the Maserati Touring 3500GT/3500Gti (+ front grille), Maserati Sebring, Maserati Quattroporte AM107, Maserati Mistral, Maserati Mexico, Maserati Ghibli, Maserati Indy, Maserati Bora and Maserati Merak. All bumpers are exact replicas of the originals, identical in size and dimensions. Being made of very high grade stainless steel (polished to a mirror finish, just like chrome!), the bumpers will never rust and come with a lifetime anti-rust-warranty! All bumpers are produced to European specification, but customers in the USA often buy the bumpers to convert to the cleaner euro style.



For more information and prices, please visit their website [www.groupharrington.com](http://www.groupharrington.com) or write an email to [info@groupharrington.com](mailto:info@groupharrington.com). All you have to do to receive the special member's discount is to mention your membership number when ordering.

### Wanted: Maserati 3500GT

Having always admired the Maserati 3500GT, I am now actively searching for a suitable car. Ideally I would like a condition 2 or 3 runner to drive and improve but I will consider everything from project to tip top. Please contact me if you can help, I will not waste your time and I am willing to pay a price equal to the current value. Keith Hudson, 07843 574714, home 0116 2788739, [hudfish@gmail.com](mailto:hudfish@gmail.com), Leicester area.

### 1971 Maserati Indy America 4700

Having bought the car just over 10 years ago as you can see I had the body work restored which included new front and rear valances and new metal being let into the door bottoms. Since then it has only seen summer use and is dry stored in my barn every winter. An unfortunate consequence of the body restoration was that the headlight regulator was damaged, hence the lights are permanently raised.



I didn't bother having the interior redone as I like the patina and sometimes you can over restore a car. There are no tears in the leather so an annual clean and cream does the job. The tachometer needs calibrating but other than that all the gauges work though alas the air-conditioning doesn't.



The car is currently on UK plates but there is no other documented history with the car, the odometer reads 12,968km but it is probably 112,968km. The engine runs well with good compression on all cylinders, even after its winter lay up as long as the battery is charged it starts second turn of the key, I don't push it on the first turn to allow the oil to circulate. I've used it every year I've owned it and it's more economical than my QP3 the only problem is that it is too low for Polish roads. As for reliability when I bought it after an oil and filter change I drove it from Bristol to Warsaw in a day, it is after all a grand tourer and it didn't miss a beat. The car is just outside Warsaw, Poland but I'll deliver anywhere in Europe. I'm asking Euro 45,000 for what is an honest car capable from which I'll deduct reasonable travel costs incurred in seeing the car. If you want more pictures or mechanical details (compression figures, oil temp & pressure etc) please contact me on either 0048 602 368 355 or [crook.neil@yahoo.com](mailto:crook.neil@yahoo.com)

### Maserati Watches

Bring your passion to your wrist with the Maserati watch collection. Each timepiece has been exactly created to bring the thrill and elegance of the Maserati brand to the world of timekeeping.

In addition to the iconic Maserati logo on the dial, key elements of each watch have been inspired by the cars themselves, such as a Trident seconds hand, straps to match interior leathers or flashes of carbon fibre. As well as sporty chronographs for highly accurate timing, there are also classic dress watches, with collections for both men and women.



Contact: [atozdistribution.co.uk](mailto:atozdistribution.co.uk) or [tom@atozdistribution.co.uk](mailto:tom@atozdistribution.co.uk)



### Maserati Regalia

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

For Maserati Regalia, including clothing, gifts and accessories, please visit the factory store at [www.maserati-store.com](http://www.maserati-store.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 Epsztajn: email: [regalia@maseraticlub.co.uk](mailto:regalia@maseraticlub.co.uk) Tel / Fax: 020 8995 9995

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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 Hallford Green, Shepperton TW17 8SD. Email: [newsletter@maseraticlub.co.uk](mailto:newsletter@maseraticlub.co.uk) Copy deadline for the Nov/Dec issue is 2nd November 2015.