



## 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



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)

**December 2016**

**4 December 2016**   
Christmas Lunch  
Bluebird Restaurant  
Contact: Andrew Hutton  
[andrewhutton5@btinternet.com](mailto:andrewhutton5@btinternet.com)

**January 2017**

**22 January 2017**   
Northern Lights Lunch  
The Riley Room, The Mere Hotel and Country Club, Chester Road, Mere, Knutsford, WA16 6LJ  
Contact: Stella Oldham and Robert Crooks  
Email: [stellaoldham@hotmail.com](mailto:stellaoldham@hotmail.com)  
Telephone: 0161 654 8547 or 07876 623274

**February 2017**

**3 - 5 February 2017**  
Bremen Classic Motorshow 2017  
Bremen MesseCentrum,  
Bremen, Germany  
[www.classicmotorshow.de](http://www.classicmotorshow.de)

**8-12 February 2017**  
Retromobile  
Paris

**17 - 19 February 2017**  
Olympia Historic Automobile Fair & Auction  
Olympia, Kensington, London  
[www.olympiahistoric.com](http://www.olympiahistoric.com)

**February 2017**

**23 - 26 February 2017**  
London Classic Car Show  
Excel, London

**March 2017**

**5 March 2017**   
Brandon on the Water  
"One Degree West" Oxford Road,  
Haddenham, Bucks HP17 8TT  
Contact:  
[clive.brandon@btconnect.com](mailto:clive.brandon@btconnect.com)

**May 2017**

**25 - 29 May 2017**   
Cameron Millar 2017  
Champagne  
Contact: Marie-Elisabeth  
Deroche-Miles  
Email: [mederochemiles@gmail.com](mailto:mederochemiles@gmail.com)

**31 May - 6 June 2017**  
Norway  
Starts and finishes in Oslo  
Contact:  
[roger@maseraticlub.co.uk](mailto:roger@maseraticlub.co.uk)

**June 2017**

**3- 4 June 2017**  
Argyll Festival of Performance  
Inveraray Castle  
[www.argyllfestivalofperformance.com](http://www.argyllfestivalofperformance.com)  
[www.facebook.com/argyllfestivalof-performance](https://www.facebook.com/argyllfestivalofperformance)  
Contact: Neil Munn  
Email: [neilamunn@gmail.com](mailto:neilamunn@gmail.com)

**June 2017**

**11 June 2017**   
AGM & Concours  
Blenheim Palace  
Contact: Michael O'Shea  
Email:  
[racingnews@maseraticlub.co.uk](mailto:racingnews@maseraticlub.co.uk)

**15 - 27 June 2017**   
Highland Fling III  
Scottish Highlands  
20 car limit tour  
Contact: Edwin Faulkner  
Email: [ejf@manx.net](mailto:ejf@manx.net)

**July 2017**

**10 July 2017**   
Track Day  
Blyton Park  
Contact: Geoff Lancaster  
Email: [geoff.lancaster@btinternet.com](mailto:geoff.lancaster@btinternet.com)

**21 - 23 July 2017**   
Silverstone Classic  
Silverstone  
Contact: Edwin Faulkner  
Email: [EJF@MANX.NET](mailto:EJF@MANX.NET)

**28 - 30 July 2017**  
Carfest North  
Bolesworth Castle, Cheshire  
[www.carfest.org](http://www.carfest.org)

**August 2017**

**25 - 27 August 2017**  
Carfest South  
Laverstoke Park Farm,  
Hampshire  
[www.carfest.org](http://www.carfest.org)

**September 2017**

**21 - 24 September 2017**   
MIR 2017 Italy  
Saturnia, Tuscany  
[www.mir2017.it](http://www.mir2017.it)

**October 2017**

**13 - 15 October 2017**   
Autumn Meeting  
Portmeirion, Wales  
Contact: Simon Edwards

**March 2018**

**20 - 26 March 2018**   
Maserati Owners Club of  
Australia - Global Gathering  
Melbourne to Sydney, Australia  
[www.maseraticlub.co.uk/members/events/moca-global-gathering-2018/?pg=1](http://www.maseraticlub.co.uk/members/events/moca-global-gathering-2018/?pg=1)  
Contact: John Gove



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 Jan/Feb Issue is 6th Jan 2017

## A Supreme Autumn Meeting ...



### ... in deepest, damp Hampshire

Lining up for the skid-pan at Thruxton.  
Photo: Henry McNeill



Smelling the Gin Botanicals!  
Photo: Dave Smith



Our official photographer, Dave Smith.



The Grand Oakley Hall Hotel.  
Photo: Henry McNeill

## Our winning ways at the International Rally, Holland



Is there a better place to be?  
Photo: John Bennett



Every home should have one, or two.  
Photo: Graham Wood



This is what you could have won.  
Photo: Roger Epsztajn



On Tour!  
Photo: Alex Jackson



## Editor's Agenda

While I stopped travelling to the US every month last December, many people still believe I am still there! I miss Los Angeles and Chicago, but have enjoyed my time back in London and my ability to attend more Club events this year than I have over the previous four years. Which brings me to Ken's fabulous, action-packed Autumn meeting. From start to finish, the Ghibli Cup added only 185 miles, but many places I had not been to before, a real sin as I used to work in Basingstoke.

Now, looking to the future, please check the back-page diary. Therein you will see the major club events

published for the first time, so you can start holiday planning for next year.

You are on for a real treat with this month's, Maserati rich edition of Auto Italia. You get the low-down on a 3200 GT buyers guide and an article on the supreme Ghibli Cup. It's their bumper 250th Anniversary Edition, with a report on the latest Fiat 124 Spider through to a Gordon Keeble. One of their best edition's yet, me thinks.

Is money getting tight in the rock music world? I see the ex-Adam Clayton (from the popular beat combo called U2), sold his 1972 Maserati Ghibli 4.9 SS

for £310,000, a new world record. And, an ex-Rod Stewart Miura cost the new owner £909,000. To be controversial, I would be happy with either.

I suppose the bad news this month is that the Alfieri is delayed until 2020-21, but at least it gives us a little more time to save up! However, Giulio Pastore, general manager of Maserati Europe, has told Autocar "The Gran Turismo and Gran Cabrio will not be dropped. We won't forget that Maserati is very well known in its history for beautiful 2+2 GT cars and we will replace them."

See you at the Christmas Lunch, Henry, November 2016



Henry McNeill,  
newsletter@maseraticlub.co.uk

## Chairman's Notes



John Bennett  
Chairman

September was, as always, very busy car wise. At the beginning of the month I had a meeting with Peter Denton, head of Maserati Northern Europe, at their base in Slough. Maserati, like all large companies, is very concerned that their branding is used correctly. We respect this, though it can be

rather restrictive at times. Ordering branded items such as polo shirts through the factory supplier is off-putting and perhaps the reason so few of our members are seen wearing Maserati caps, shirts etc. at events. We need to look at what we can do to improve this situation.

My first Committee Meeting followed the same evening and seemed to go well though nobody clapped at the end! Non-payers are being given one last chance before they are cut off, membership is slightly ahead of last year and it is worthy to note that we are signing a new member every three days on the new website; I think because it's now such a simple process. Costs and income are down and up respectively, which is great, and events and publications are all performing well.

The following weekend was the Goodwood Revival Meeting where it was good to see so many Members as well as Maseratis around the paddock and on the track. A few days after Goodwood I was off to Spa to share a drive with Michael O'Shea and his buddy David Hall in their E-Type FHC in the Six Hours race. I leave it to Michael to tell the story but I am proud to say that we won our class!

The following weekend Susan and I were off in the Ghibli Cup to the International in Holland. A brilliant event socially though the road sections were a little restricted due to the nature of the country - bicycles take priority even when in the wrong!

Then a two week break from motoring until the Autumn

Meeting so very well organised by Ken and Barbara. One of the highlights for us was a visit to the Watercress Steam Railway and a trip on a train - great fun. I was also fortunate to have the use of a new Ghibli for the weekend courtesy of Meridien and more of that in a short article to come.

Coming up is the huge RM Sotheby's auction in Milan where 450 cars are to be sold, having been confiscated in lieu of unpaid tax. Everything are at no reserve and lowish estimates, though most lack history and documents! There are 23 Maseratis and so I'll be there along with a host of other hopefuls and tyre kickers.

Keep pedalling  
John Bennett

## Could you be a Club Website Moderator?

The Club Website needs volunteer Moderators to look after different threads on the new website's Forum facility.

So please step forward any who may be interested in helping with the life of the club. Contact Roger Epszajn on roger@maseraticlub.co.uk

## The new Maserati Club UK website By Webmaster Graham Wood

The Club website has now been 'live' for over 4 months. On average, we are getting 14 new members a month joining through the website, a large increase over the same period last year. Some interesting statistics (as of the end of October):

- Over 5,000 'views' on the website since go live, over 4,000 of which have been from UK based people.
- Canada, US & France are the next, all with well over 100 views.
- People have also viewed the website from Indonesia, Russia, Iraq and Brazil!
- On average, 35 'views' per day.
- Club members have 'logged in' over 1,200 times.
- 25% of views are from a mobile phone or tablet.

We encourage all members to keep abreast of the latest Club events & news and to use the 'Market' section to advertise for free by using the

### Copy Dates

Editorial and advertisements for the Jan/Feb 2017 issue should be in by 6th Jan 2017

### Anorak Answer - PAGE 5 QUESTION

Maserati Bora & Peter Bateman

Make contact: newsletter@maseraticlub.co.uk



## Subscription Renewals - Please Read Carefully! By Jerry Hutton

The time of year is approaching when for most of us our annual subscription is due. With the introduction of the new website there have been a few changes to how we manage this which I would like to try to explain.

Most members who have been with the Club for more than a year or so probably know that our membership year ran from the 1st January to 31st December. Most of you have either used a standing order which you set up with your bank or simply posted a cheque to Dave Smith each January. We do not send renewal notices out to everybody (it would be too expensive), so we rely on reminders in the newsletter. Unfortunately, some people always forget to post the cheque, so Dave does have to send reminder emails or even letters out to those who have not renewed, before we eventually cancel their membership if no payment is forthcoming.

For 2017 we would like to convince you to use the website to make your subscription payment. The reasons for this are as follows:

- If you pay by standing order or cheque, we must manually record that you have paid and give you access to the member's area of the website. If you pay via the website this is all done automatically;
- If you pay by cheque it costs you a stamp and an envelope and we incur cost to process and bank the cheques;
- Once you are paying through the website it all happens automatically each year, your payment will be taken each anniversary unless you cancel your membership.

## Obituary:

### Tricia Gardom By Helen Epszajn

Tricia Gardom passed away on 8 June 2016 after a courageous struggle with leukaemia which she faced with clarity, discretion and poise. After graduating in bio-chemistry, Tricia went on to become a highly successful business leader and, more recently, an effective charity worker deploying her piercing intelligence, insight and compassion to support fellow sufferers. Tricia was a multi-talented perfectionist with diverse passions that included her Maserati, the arts and travel, as well as her beloved family. We have lost an exceptional person and a very dear friend. Our thoughts are with Brian and his family.

### Andrew Brodie By John Bennett

We very sadly have to report on the death of Andrew Brodie a long-standing member of the Club and known to all with a Citroen SM, the Maserati engined car born from the ill-fated takeover of Maserati by Citroen in the late 60's. Andrew was born in Birmingham on the 16th April 1946. His early interests focused on flying model aircraft which he later blamed for the damage to his hearing from running the model engines in enclosed spaces. At this time he also had a deep interest in electronics and hifi.



At the time he met his wife, Janet, a passion for Citroens was developing and it is said that he impressed her by demonstrating the suspension features of his GS - not something that would stir the hearts of many girls. The business he started - Hypertronics - later to be re-named Brodie Engineering - was much more than just a business dedicated to Citroens. It became an international specialist for the marque and most particularly for Andrew's great passion, the SM. Citroën era Maseratis, - Meraks, Boras and Khamsins - were often to be found in his workshop, having their vital green fluid system repaired and rejuvenated.

Andrew was not just about Citroens, he had two other abiding interests, food and wine, and aviation. He did not go about these hobbies half-heartedly either. For many years, he was Chairman and a leading light of the London Branch of the International Wine and Food Society. At one time, the majority of the members seemed to be Citroën owners too! He was also very involved in the restoration of an English Electric Lightning jet fighter.

A long-standing member of the Maserati Club, Andrew attended this year's track day at Blyton Park - in an SM of course! He will be sorely missed by all those owning Citroen SMs. Our thoughts and best wishes go out to his widow, Janet on her sudden and unexpected loss.

We know that not everyone is comfortable with websites and electronic payments, so we will still be happy to take payments by the traditional methods. But if you do use the website I hope you will find it makes things a little bit easier for all of us. If you are changing from a standing order, don't forget you will need to cancel this with your bank.

There are some members who paid their 2016 subscription renewal late (either through the website or by other methods). Can I remind you that your 2017 subscription is due in January and ask that you pay promptly. Even if you paid via the website you should make another renewal payment in January, this will reset your annual payment date for future years.

Most new members are now joining through the website, if you are one of them you can sit back and relax, your next subscription payment will be collected automatically on the anniversary of your joining date. If you joined the Club in 2016 and did not pay via the website please renew via the website on the anniversary of your joining.

If you have any questions or feedback don't hesitate to get in touch at treasurer@maseraticlub.co.uk.

## Pirelli Cashback Offer for the Maserati Club

This offer entitles Maserati Club UK members to claim cashback on purchases of up to 8 Pirelli tyres within a calendar year and can be used for their friends and family providing the terms and conditions are adhered to. The Cashback Offer:

- £50 for 2 or more Pirelli tyres, rim size 17" or above
- £20 for 2 or more Pirelli tyres, rim size 15 or 16"
- £10 for 2 or more Pirelli tyres, rim size 14" or below
- Maximum 8 tyres per member per year

Purchase Pirelli tyres through official Maserati dealers and Pirelli Performance Centres - which can be found using the dealer locator within the Pirelli Promotional Portal Website. This offer can be extended to the Members' other cars on sizes 17" and above, not just on their Maseratis. To qualify for the offer, you must purchase your tyres from one of the participating dealers. After fitting your tyres, the user will be required to upload their proof to the Pirelli Promotional Portal Website of purchase to validate the offer, [www.pirelli.co.uk/maseraticlubuk](http://www.pirelli.co.uk/maseraticlubuk).

## Is there a budding classic Maserati author out there?

Alexander Stilwell is a commissioning editor at Amberley Publishing in Stroud and is looking for authors to write books for their new classic cars series. The series consists of paperback books which may be between 8,000 and 20,000 words and with between 70 and 200 illustrations, depending on the content.

If there are any Club members would like to discuss books about classic Maserati cars, Alexander would be delighted to hear from you. He will be happy to send you further information on the series and the publishing arrangements.

Please contact Alexander at [A.Stilwell@amberley-books.com](mailto:A.Stilwell@amberley-books.com).

## Success in the Maserati International Rally, Limburg

### By Graham Wood

The sun shone on the UK Club members at the superb International Rally organised by the Maserati Club Holland. Firstly, Fiona Relph winning the track event by being within .06 seconds of the target lap time in the Relph 1969 Mexico. Roger & Helen Epszajn won the Concours with their Sebring (winning the Classic Car category on the way), and to cap it all also won the Peter Martin perpetual trophy awarded to the Team with the best overall results, including the road route & track event! Full report will be in the Trident.



## Member Introductions

### Nigel Mason

As a self-confessed 'petrol head' from an early age, I learned my spanning from my engineer father, mostly while lying on a



stone cold garage floor holding the inspection lamp, or passing the correct tools to help him fix the family car so he could get to work the next morning! More recently I have been fortunate enough to enjoy classic cars for their own sake, and have a modest collection including a couple of Jaguars, an Alfa Romeo, and an MGB used for Historic Regularity Rallying.

When I retired, I had promised myself that I would invest in an Italian exotic car, and initially had eyes on a Ferrari from the 70's or early 80's. But after speaking with

a number of people, my head was turned towards Maserati, as being a bit more unusual in style, and frankly more useable for classic road trips. The hunt was on! I identified the Merak as my model of choice – a great looking car, which handles very well on the road. I viewed a couple of Meraks which had clearly led rather hard lives, and received a lot of useful advice from some Maserati Club Merak owners.

A couple of calls with Andy Heywood at McGrath uncovered a long-term owned 1981 Merak

which the owner was not using enough, and after viewing the car and suitable negotiation I am delighted to be the new keeper of a very low mileage 1981 Merak SS in Sera Blue Metallic, with sand leather interior and dark blue carpet trim. The car's new home is in Buckinghamshire, near High Wycombe.

I look forward to meeting other Maserati Club members and sharing new road trips and experiences in my Merak.



## Book launch of the Family Silver and the 2017 QP

### By Henry McNeill

This felt like a club event, with about 10 members attending, enjoying prosecco, sausages and hams at the iconic Tower Garage in Egham. With the launch of the 2017 QP, a request had been sent out to members to see if we could arrange display the historical models and we delivered!

Guest of honour was John Surtees, the former F1 World Champion and winner, 50 years ago this month, of the 1966 Mexican GP in a Cooper-Maserati. John received a special edition of 'The Family Silver', the result of 14 years of painstaking research by leading automotive historian Nigel Trow. This was against the background of Nick Mason's 250F.

Maserati, the Family Silver will be available in three editions priced from £195, please see [www.maseratifamilysilver.com](http://www.maseratifamilysilver.com). As it is a two-volume master-work, you will need a big stocking to put into for a Christmas present for your loved one(s). Keep an eye out for the next edition of the Trident for a full review.



John Surtees receiving a copy of 'The Family Silver'



An array of QPs from the Club



The latest QP

## Event Reports

### Autumn Meeting, Hampshire By Keith Davies

We all met up at Oakley Hall Hotel on Friday and had an excellent dinner and there was much noise – even in the bar after dinner. The following morning had an early visit to the Bombay Sapphire Distillery at Laverstoke Mill. This collection of ancient and modern buildings by the side of the river Test, is mentioned in the Doomsday book and in the intervening period has manufactured banknote paper before being bought to make gin in 2010 although the "blue bottle" gin was launched in 1987. The visit finished with a custom designed cocktail made from your very own "aroma map" of botanicals as they call the flavourings.

We then had a buffet lunch at a Golf Club and then on to the Watercross Line engine sheds and a return trip on a steam train to Alton. The work in these engine sheds was both amazing and massive. We also entered a Signal Box and saw how hard they work pulling the levers – all mechanical, to change signals sometimes over

a 1000 yards away. Back to dinner at the hotel with a singer as a cabaret later in the evening, plus another session in the bar.

Sunday was a miserable start with heavy rain showers but ideal for a whizz on a skid pan at Thruxton, especially in a Meridian supplied Ghibli. The morning cleared quickly and we were bathed in sunshine but with a chill breeze watching our team slipping and sliding (and spinning of course) on this very low grip surface. Much fun with a competitive timed final run.

Back to the hotel for Sunday lunch and Prize giving with Rex Barton taking the fastest skid pan drive, Paul & Fiona Winfield taking the Road Observation Quiz prize and John Jackson winning the Trophy for the car that staff of the hotel coveted the most. Great thanks must go to Ken and Barbara for organising such a great weekend. Please see the website and Trident for further details.

## Summer Garden Party at the Dering Arms

### By David Boothman

How does Jim manage it? Once again the sun shone, making his annual Summer Garden Party a treat for all. The welcome drinks and delicious canapés were most appreciated after a long drive. Our journey only includes a bit of M25 (on which our 3200 briefly alarmed us by flashing its low oil light – thankfully only a temporary blip!) but is otherwise a lovely drive through the beautiful Kent countryside, reminding us what these cars are for.

A small but varied range of cars were parked out front as well as Jim's own collection around the back for us to admire; the regular jazz band was in full swing and continued to entertain us throughout a delicious lunch. The tea and coffee stage was enlivened by strong gusts of wind; quick reflexes stopped an umbrella taking flight over the hedge onto Derek Mills' Merak!

Thank you again Jim and staff for another lovely afternoon.



## Best of Italy, Maserati Sunday at Pimlico

### By Henry McNeill



Credit Marek Borysiewicz

Must admit, this one passed me by, but it looked like a nice way to have a morning coffee. Keep an eye on their website – [www.bestofitalyrace.com](http://www.bestofitalyrace.com). They are looking ahead to Best of Italy Race 2017.

## Maserati on the Web

- Club Website: [www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)
- The Club has a Dropbox folder where you can post photographs. Please contact me for access, [newsletter@maseraticlub.co.uk](mailto:newsletter@maseraticlub.co.uk)
- Maserati on Twitter: @MaseratiNews and (@Maserati\_HQ, lots of news tweets, [www.twitter.com](http://www.twitter.com))
- Maserati on Facebook: [www.facebook.com/Maserati](http://www.facebook.com/Maserati)
- Maserati Racing & Trofeo World Series: [www.maseraticorse.com](http://www.maseraticorse.com)
- Maserati Store, things to buy with a Trident: [www.maseratistore.com/en/](http://www.maseratistore.com/en/)
- Pinterest, an online pinboard with great photographs: [www.pinterest.com](http://www.pinterest.com) and search for Maserati
- [www.maseratinet.com](http://www.maseratinet.com), US based parts and information
- Mexico Registry: <http://www.mexico-registry.com>
- Maserati Club of Ireland: [www.maseraticlub.ie](http://www.maseraticlub.ie)
- [www.classicdriver.com](http://www.classicdriver.com), which has Maserati content and cars for sale from time to time
- [www.maserati100.com](http://www.maserati100.com), the centenary website
- [www.linkedin.com](http://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](http://www.auto-italia.net)
- Maserati Youtube channel [www.youtube.com/watch?v=5WuVTdv6fvl](http://www.youtube.com/watch?v=5WuVTdv6fvl)
- Follow Maserati on Instagram

## The Who's Who

### The Board of The Maserati Club Ltd

Chairman & Director	John Bennett	<a href="mailto:chairman@maseraticlub.co.uk">chairman@maseraticlub.co.uk</a>
Treasurer & Director	Jerry Hutton	<a href="mailto:treasurer@maseraticlub.co.uk">treasurer@maseraticlub.co.uk</a>
Sec., Web Liaison & Director:	Ken Painter	<a href="mailto:secretary@maseraticlub.co.uk">secretary@maseraticlub.co.uk</a> <a href="mailto:webliasion@maseraticlub.co.uk">webliasion@maseraticlub.co.uk</a>

### Committee Members

President:	Alexander Fyshe	
Vice-President:	Sir Drummond Bone	<a href="mailto:vicepresident@maseraticlub.co.uk">vicepresident@maseraticlub.co.uk</a>
Newsletter Editor:	Henry McNeill	<a href="mailto:newsletter@maseraticlub.co.uk">newsletter@maseraticlub.co.uk</a>
Trident Associate Editor:	Simon Park	<a href="mailto:associateeditor@maseraticlub.co.uk">associateeditor@maseraticlub.co.uk</a>
Webmaster:	Graham Wood	<a href="mailto:webmaster@maseraticlub.co.uk">webmaster@maseraticlub.co.uk</a>
Racing News:	Michael O'Shea	<a href="mailto:racingnews@maseraticlub.co.uk">racingnews@maseraticlub.co.uk</a>
Events:	Derek Mills	<a href="mailto:events@maseraticlub.co.uk">events@maseraticlub.co.uk</a>
Assistant Events Co-ordinator:	Gail Mosley	<a href="mailto:gailatdeedas1@gmail.com">gailatdeedas1@gmail.com</a>

### Non-committee Members

Club Administrator:	Dave Smith	<a href="mailto:admin@maseraticlub.co.uk">admin@maseraticlub.co.uk</a>
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Maserati:	Tony Willis	
Newsletter design and print:	Amber	

**Past Presidents** TASO Mathieson and Cameron Millar

## ANORAK'S CORNER



**QUESTION:** What is the car and who is the owner?



Answer on Page 2

## Any ideas on this Levante? From Adam Painter



## Welcome to the Club

Membership on the 31st October 2016 stood at **669**, this time last year the figure was 634.

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

Name	Member No.	Area	Car
Julien Lescure	5170	London	Ghibli II
George Heracleous	5171	Bermuda	-
Giuseppe Dewilde	5172	London	3200GT
Chris Green	5176	Yorkshire	GranTurismo
Roger Martin	5177	Cornwall	Spyder
Andrew Grimstone	5178	Suffolk	GranTurismo
David Leiper	5180	Hertfordshire	Q'porte V
Stephen Blanchard	5181	Yorkshire	Coupe
David Jordan	5182	Bedfordshire	-
Robin Lee	5183	London	GranTurismo
Nigel Mason	5184	Buckinghamshire	Merak SS
Dr. Peter Straub	5185	Switzerland	Mistral Spyder, Mistral, Bora, Q'porte I, Indy, Mexico, Khamsin
Martin Fisher	5186	Surrey	Indy
Robin Wilkie	5187	Scotland	GranTurismo
Ronnie Steele	5189	Scotland	Coupe
Christopher Davis	5190	Oxfordshire	Citroen SM
Robert Whitehouse	5191	London	-
Timothy Cooper	5192	Buckinghamshire	Merak SS

**A warm welcome to the club** As this will be the last newsletter of 2016 may I wish you all best wishes for Christmas and a happy Maserati filled New Year.

Kind regards **Dave Smith**

**Club Administrator** phone 01494 717 701 [admin@maseraticlub.co.uk](mailto:admin@maseraticlub.co.uk)



## Christmas Lunch

4 December 2016 - 12:30 Start



What better way of spending the first Sunday in December than at the The Bluebird Dining Rooms (350 Kings Road, London SW3 5UU). The Christmas Lunch is a fantastic way to ring the Christmas season in, with fine dining, great raffle prizes, and the excellent auction. 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 or post to address as shown on application form.**

## Northern Lights Winter Lunch - 22 January 2017

Start 2017 with the first northern event of the Maserati Year at 12 noon at The Riley Room, The Mere Hotel and Country Club, Chester Road, Mere, Knutsford, WA16 6LJ.

To include: **Bubbles on arrival**  
**Three Course Lunch**  
**Cheese Platter**  
**Tea and Coffee**

£45 per person. On a first come basis, some accommodation can be reserved at a special rate to Maserati Club members and their guests. Car parking is available on site.

**For further information contact, Stella Oldham on 0161 654 8547 or 07876 623274 or email.... stellaoldham@hotmail.com.**

## Brandon on the Water - 5 March 2017

The first southern event of the season is on Sunday 5th 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 will know what a fantastic place it is 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 clive.brandon@btconnect.com to reserve your place and indicate number of guests. Expect costs to be around £40 per head, to be confirmed.

## Cameron Millar 2017 en Champagne - 25 - 29 May 2017

### LAST FEW PLACES AVAILABLE

PLEASE ENQUIRE PROMPTLY WITH MARIE-ELISABETH DEROCHE-MILES

As announced on the last night of the Cameron Millar 2016 in the Mosel Region, the Cameron Millar 2017 Rally will take place in the Champagne Region in North-East France.

Based at the newly redecorated (privately-owned) Novotel Reims with swimming pool and overnight guarded car park, we will drive all around the Champagne Region including the southern part, where a most amazing young generation of champagne producers is now creating some extraordinary wines.

A happy mix of cultural, gastronomic, historical and oenological discoveries will guide us and our cars through the very varied Champagne landscapes and enable us to discover:

- A 17th century chateau
- Re-visit the Historic F1 Circuit of Reims-Gueux
- Taste many different champagnes in various cellars
- Celebrate the art of champagne on a special champagnetasting evening
- Enjoy a gala dinner in the cellar of a multi-award champagne producer
- A guided tour of the cathedral of Reims on the last day.

The Channel crossing by Eurotunnel on Flexiplus tickets will be arranged by the Club as before. This enables the holders to enjoy complimentary packed meals, soft drinks and coffee in the dedicated Flexiplus lounge before boarding.

The very easy drive from Calais to Reims on the A26 toll motorway takes well under three hours and should enable all to arrive relaxed and ready for the start of the event on Thursday 25 May mid-to-late afternoon.

Due to restricted space at several venues, the rally will welcome 90 participants (45 cars) only. If you would like to participate, please send us an email (mederochemiles@gmail.com) so that you can be on the email and prospective participants' list.

Marie-Elisabeth and Michael Miles



## Norwegian Maserati Club - Discover Norway Tour



31 May - 6 June 2017

The Norwegian club are planning a spectacular 7 days and nights tour of southern Norway from May 31st to June 6th 2017. They have chosen these dates to maximise the chances of the best possible weather and daylight. The tour will start and finish in Oslo but will be a driving tour consisting of 100 to 350 miles a day through spectacular territory. Each days driving and sightseeing will end at a new and luxurious hotel except for a 2 night stay around the middle of the event. Members of European Maserati Clubs will be welcome. They are planning for around 40 cars but if we demonstrate lots of demand this number may expand a little. So if you want more information about the event or just want to say that you are interested, contact me at [roger@maseraticlub.co.uk](mailto:roger@maseraticlub.co.uk).

I can email you a provisional 16 page programme (with photos) and a map of the intended route. I will also place you on my list of interested people which will be given to the Norwegians so that they know who to contact when booking begins, probably in the second half of October 2016. The price is yet to be announced but will attempt to be as reasonable as possible.

## Maserati International Rally 2017 21 - 24 September 2017

For more information on the programme of events, please see [www.mir2017.it](http://www.mir2017.it), Italian only at the moment. Please let Roger Epszajn know if you are interested in participating, as he will initially collate a list of potential attendees and will inform you when registration on the event website should take place.

## Highland Fling III - To the Orkney Isles and Isle of Skye

After the last two successful Highland Flings, the third will be even more spectacular, so come join us.

15 - 27 June 2017

"Highland Fling III" will be a relaxing 12 day Touring Holiday of the Orkney Isles, Isle of Skye & Scotland, with 4 free days to do as you wish. The tour starts and finishes at Gretna Chase hotel with hotels in Dunkeld, Brora, Kirkwall, Ullapool, and Portree, with 2/3 nights in each hotel. We will travel in an anticlockwise direction to the Orkney Isles and then Isle of Skye. Daily mileage will be a relaxing 50 to 180 miles a day. We have booked the best rooms in the best hotels.

For more details and information and if you are interested please contact: **Edwin at [EJF@MANX.NET](mailto:EJF@MANX.NET) and I can send you the Provisional program.**



John O'Groats looking out to Stroma Island



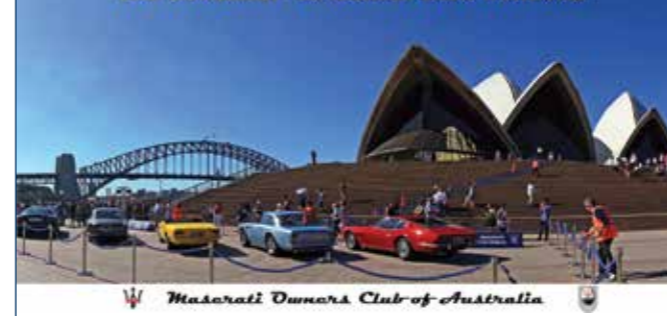
Uig, Isle of Skye



Sangobeg Beach Sutherland

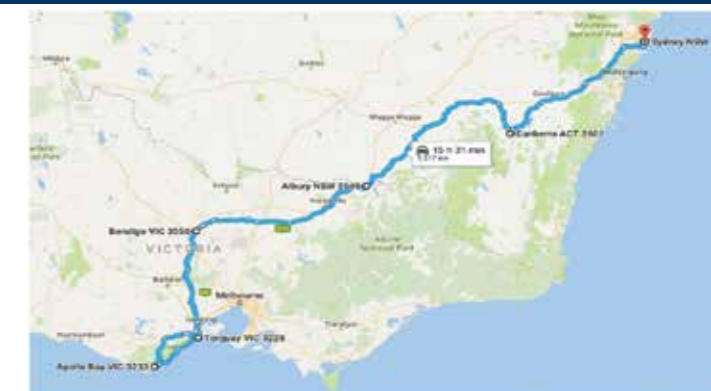
## Maserati Owners Club of Australia Global Gathering 20 - 26 March 2018

### 1st Maserati Global Gathering "Tour Downunder" for Maserati Clubs Worldwide



The Maserati Owners Club of Australia (MOCA) invites all Maserati Clubs worldwide to join them for the inaugural Maserati Global Gathering to be held in Australia in March 2018. This will be the first ever Global Gathering for Maserati Clubs and has the full support of Maserati S.p.A and Maserati Australia & New Zealand.

The event will be run as a road trip over seven nights, commencing near Melbourne on Tuesday 20th March 2018 and finishing in Sydney on Monday 26th March 2018. It will incorporate such iconic drives and places as the Great Ocean Road (frequently listed among the world's top 10 drives), Auto Italia in Canberra (Australia's premiere event for Italian cars) and a grand finale event at the Sydney Opera House.



No pricing is available yet, but more details will be advised shortly. The map shows a broad outline of the route and the tour will be staying in premium accommodation.

MOCA is currently organising a process for the shipping of cars and temporary registration to allow overseas cars to be driven on Australian roads, all at the best possible pricing. We will have a support truck with mechanic and tools accompanying the Tour.

If you are potentially considering participating in this event, please register your interest at [www.maseraticlub.co.uk/members/events/moca-global-gathering-2018/?pg=1](http://www.maseraticlub.co.uk/members/events/moca-global-gathering-2018/?pg=1).



## Maserati Multi70 First Across the Line in the 37th Rolex Middle Sea Race

Credit - Benedetta Pitscheider

Giovanni Soldini and the Maserati Multi70 team were first across the finish-line in the 37th Rolex Middle Sea Race. Buzzing with the joy of victory, they took line honours in a time of 2d, 1h, 25' and 01" in the off-shore classic regatta organized by the Royal Malta Yacht Club. The Maserati Multi70 trimaran also set the new multihull record for the legendary Maltese race, slashing just over 10 hours off the previous one.

"It was a fantastic race. We learned a lot, including the fact the wing on the centreboard works against us in very light air," explained Giovanni Soldini just after he'd stepped ashore at Malta. "In a strong wind with a flying foil - which was changed after we lost the rudder during the passage to Malta - we would have bridged the gap. We were here to test that very solution but unfortunately we didn't get the chance."

## Marketplace



Advertising rates for members: Free for members  
Advertising rates for non-members: £30 for text with/without a photograph. Please pay into: Sort Code: 08-92-99, Account no: 65635025, Quoting ref (NL) and name, e.g. 'NL John Smith'. Alternatively, cheques can be sent to the Editor.

Please email advertisements to the Editor at newsletter@maseraticlub.co.uk. Advertisements will feature in two consecutive issues of the Maserati Club Newsletter and one issue of Auto Italia magazine.

## Maserati Sponsors the Mert & Marcus Reception

To celebrate a collection of their photographic works from 2001 to 2014, Mert & Marcus opened their first solo exhibition in Europe held at PHILLIPS' London headquarters in Berkeley Square Mayfair, with a host of celebrity guests including Madonna, Kate Moss, Lara Stone arriving on board a fleet of luxury Maserati Quattroportes and Ghiblis.



## Maserati Supercar Superbuild TV Programme

Many thanks to Graham Jury from Bentley for mentioning this. There is a series of programs on QuestTV (which he gets through Sky) called Supercar Superbuild. They have covered such marques as Bentley and Porsche and there was a one covering the latest Maserati Ghibli (series 3). I found a two-minute taster on Youtube and it was available temporarily on QuestTV. (Editor). The channel does seem to repeat the same shows regularly. This channel is not mainstream and could easily be missed but members would enjoy.

Club Members can also advertise cars or parts on the Club website for free. Log in and select 'Add a Classified Ad' from the Member's Home page. Non-members who wish to advertise should contact webmaster@maseraticlub.co.uk

Please inform us when you have sold your car or parts.

Additional cars may be found on the club website, [www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

### Dave Smith



#### Autumn Meeting 2016

As a lifelong Maserati man and keen photographer, Dave Smith has built up an extensive library of photographs of Maserati cars and Club members taken at race meetings and other motoring events.

Copies and enlargements are available at attractive prices.

Contact Dave on  
01494 717701



### Maserati 4200 CC



Beautiful specification and attractively low mileage example. This beautiful 4200 Coupe with Cambiocorsa gearbox was first registered in June 2003. The colour scheme is Rosso Bologna exterior with a combination of light tan and Bordeaux leather interior, all in immaculate condition.

Since new the car has covered only 35,500 miles and has been serviced regularly, first by Lancaster Colchester and latterly by McGrath Maserati. With the current owner since late 2005, it is now available for sale. This is an unusually low mileage and stunning example of its type and the price is £20,000 or offers.

Please contact John Jordan, located in East Hertfordshire, 01279 771790

### 1999 Maserati 3200 GT

Manual gearbox, Silver, 80000 miles. Body is in excellent condition. I started the rebuild some 2 years ago as the car had been stood for 4 years, but due to some health issues I cannot finish it. It is a project, but only mechanically. The only corrosion was the front crossmember, but this has been replaced. The interior is in excellent condition (red). With the sale are 4 x rebuilt brake callipers, new radiator, oil cooler, air con rad, 4 refurb wheel rims, new water pump and alternator and all new belts, plus a host of new genuine Maserati parts. It also has a personalised number plate valued at £1000. Please contact Philp Dickinson for photographs or more information. The car is located in Wigan, Lancashire. denovo52@yahoo.co.uk. £7000 ono.

**Copy Dates** Editorial and advertisements for the Jan/Feb issue should be in by 6th January 2017

All photographs credit to Maserati Media Centre unless stated otherwise. Disclaimer and Contact Address. The Newsletter allows contributions from Club members to air their own views, advice on technical matters and latitudes in expressing opinions on controversial subjects, so that members will be better informed. Views expressed are not necessarily those of the Editor or Committee of the Maserati Club 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 January/February Issue is 6th January 2017.

## Revival Highlights



Photo:  
Dave Smith



We recall some of the highlights that made this year's Revival one of the most magical and exciting to date. It's a tough call, but most people would agree that, despite Saturday's horrendous weather, September 2016 reached new heights. The Kinrara Trophy on Friday evening the first of two new races and set the tone for the weekend. With a superb charge into the dusk and a textbook victory for Tom Kristensen and Joe Macari in the latter's Ferrari 250 GT SWB, Kristensen's handling of the cars, as he threaded his way to victory, was a pure joy to behold.

Despite the rain, Saturday's racing was packed with excitement. The much-anticipated St Mary's Trophy delivered a battle royal between BTCC stars Andrew Jordan and Gordon Shedden, their Austin A30s separated by just 0.144 of a second at the finish, with Steve Soper 1.518 seconds behind to complete the podium. It was a true master class in wet-weather driving.

The bikers braved standing water in an outstanding Barry Sheene Memorial Trophy with Troy Corser and John McGuinness setting the pace, until Corser hit a huge puddle at the exit of the chicane, leaving TT hero McGuinness to win on his first outing of the Revival.

On a sodden circuit, the Whitsun Trophy was a real thriller. Rob Huff in his Lotus 19 and Mike Whitaker in his Lola T70 managed a colossal wheel spin with former World Touring Car champion Huff taking the chequered flag just one second ahead of Whitaker.

The Richmond Trophy brought out seven 250F Maseratis and whilst the odds were in their favour in the 19-car grid, the win went to Julian Bronson in his American Scarab-Offenhauser.

Sunday's RAC TT Celebration culminated in a glorious sunlit duel between Giedo van der Garde's AC Cobra and Gordon Shedden's E Type Jaguar, and it went right to the wire. With just two minutes remaining they collided on the exit from Lavant, causing the Cobra to spin off onto the grass. Victory for the pairing of Shedden and Chris Ward and frustration for van der Garde and the Cobra's new owner David Hart.

## The Future of Historic Motor Racing

**There was a quotation by Derek Bell that encapsulates where Historic Motor Racing now finds itself. He said "it's easy to forget how the sport was perceived prior to the first Goodwood Revival back in 1988." By that he meant that it was a popular sport for clubracers driving old cars, but it was widely dismissed by professionals who competed for money in new cars. Everybody in the sport knew the boundaries and there was no money to be made in club racing. This split the amateurs from the professionals.**

Now it is a different story, owners of valuable cars are paying top professional drivers to get behind the wheel of their cars, not unlike the owner of a race horse owners employing a top jockey. Whilst there is still no direct prize money from the organisers in historic motor racing, there are millions of pounds changing hands. Some examples are when important cars, such as the Ferrari 250 GT SWB/C, winning the inaugural Kinrara Trophy, that will add considerable value to an already very valuable car. If a professional driver wins a race, he is likely to receive a bonus in addition to his race fee from the owner. If the professional does well, he may be able to

charge a higher fee for future drives. Then there are the historic car sales showrooms that employ top professional drivers to promote their brand to help the sales of their cars. There are the racing coaches that earn their living teaching the amateurs how to drive around a circuit more quickly. The more wins on their CV, the more they are in demand. Then there are celebrities being paid by the race organisers to help boost ticket sales.

Some of these professional drivers are still forging professional careers in modern motor racing, but have no qualms about joining in what has been regarded as the amateur side of the sport, if the terms are attractive. Then there are the retired stars from F1, BTCC, 24 hour Le Mans drivers and all the other disciplines of Motor Racing that have put in thousands of hours behind the wheel in days gone by, also charging clients and companies to drive their cars. Some of these professionals drove the historic cars when they were new! Then the "celebrity driver" there to increase tickets sales and whilst they are not expected to win any races, they are desperate to do well in front of their fans.

There is no substitute for the years of experience that the professional racing drivers have accrued, but where does that leave your amateur club racer enjoying a few weekends racing each year for them it is a hobby. The amateurs usually own their own cars and have no reputations to maintain, competing against professionals that are becoming ruthless in their pursuit of winning at all costs, now that so much money has found its way into the sport. In a fight-back, some owners are refusing to allow Goodwood to select a "celebrity driver" or "professional racer" to drive their car, knowing that if their car is bent or has been over driven by a less than sympathetic driver, it is the owner that will pick up the cost of the repairs. Sometimes there is a stand off by owners who say either you let me drive my car and choose a co-driver or you cannot have my car at the Revival.

At the Revival this year, nearly every major race was won by a professional racing driver. Derek Bell went on to say that "the professionals need to consider that some cars on the grid are being driven by relatively inexperienced amateurs. This is Historic Motor Racing, and it should be enjoyed by everyone regardless of ability."



**Blydenstein Vauxhall tackles Castle Combe**

By Paul Clayson, reprint from Classic and Sports Car Website



The VX4/90 had only one competitive outing over the summer at Castle Combe in July, but Vauxhall asked if I'd be prepared to put the car on its stand at the Goodwood Festival of Speed. Of course, I was delighted to and over the weekend the car was displayed alongside Baby Bertha - the famous Super Saloon that was driven in period by Gerry Marshall - and John Cleland's BTCC-winning Vauxhall Cavalier.

Previously, I've talked about there always being one corner at a race track that makes me anxious. At Castle Combe, it's Avon Rise and Quarry. After the very fast pit straight, this is the uphill left hander that peaks and then flattens out to a long right-hander with little run off and high banks

I hadn't raced at Combe for a while, so I would be treating the 2.43-mile Wiltshire circuit with some respect. A cold, damp morning welcomed us on Saturday with 44 cars on the qualifying grid and 20 different models/makes - typical of an HRDC grid. I qualified 31st, which was okay, but we were all driving well within ourselves while the track started to dry. Damp conditions can be much trickier than a full wet track.

I had a good start in the race, all gentlemanly stuff with no touching and giving each other room. I was aware that the car was losing water, so at the mandatory pit stop - taken between 15 and 30 minutes into the race - I came in early to fill up. At that point, I suspected the head gasket was the problem. We completed the task within the mandatory time, but then there was another problem: the starter would not turn the engine over. The battery was flat.

We tried in vain to bump-start it and not until we gave it a good long push did we get away, but I'd lost 3½ minutes. It dropped me to the back of the field and completely ruined any chance of a good result.



From then on, the car wouldn't run properly, with the power to the electronic ignition draining away. I had to slow to a crawl just to get over the finishing line firmly in last place, whereupon it stopped completely! Until the pit stop I was having lots of dices with other cars, winning some and losing others, but good racing and good fun.

Diagnosis afterwards suggested the alternator had failed. More recently, the cylinder head has been off, confirming that there was a bridge in the gasket between a water channel and number-three cylinder and another between three and four. Fortunately, we found the problem before doing any damage and the fix has been relatively simple and cheap. More investigation has shown the alternator is fine but the water pump had seized - preventing the belt turning the alternator pulley, hence no charge going to the battery. And I wonder if the lack of a water pump has caused the head gasket problem. We will never know.



continued....



**Continued - Blydenstein Vauxhall tackles Castle Combe**



Following that outing, I met Bill Blydenstein's widow, Frances-Mary. She has an amazing memory, and attended all the European Touring Car races in 1963 - including Spa, Zandvoort, the Nurburgring, Brands Hatch and Zolder. But her favourite was Nepliget Park in Budapest, where Bill won a fantastic trophy that, along with others, she still has. We were able to compare photos of the car in period and she was obviously thrilled that this historic racer is out again after all these years.

C&SC and Vauxhall are supporting Paul as he campaigns his ex-Bill Blydenstein VX4/90 in historic racing through 2016.

**Sean Danaher wins the Fangio Trophy**



Calum Lockie wins the Goodwood Trophy for Grand Prix Cars and Voiturettes that raced up to 1951. The only win for a Maserati this year, but Gregor Fiskin came close in a Maserati 200Si with a 4th in the Freddie March Memorial Trophy.



**The Tipo 151 Engine Rebuild**

Having started this write up on the rebuild of my engine, I feel I cannot stop until the car is racing again, as I keep getting asked what's happening. The Thursday of the Goodwood Revival week, the engine was back in the car having been dyno tested and was put on the rolling road in Northamptonshire. The plan was to give the engine a final tune and set up the carburettors ready for Goodwood Revival. After the rolling road, the car would be taken straight to Goodwood where the company that looks after the car would be waiting with the body panels to rebuild the car in time for scrutineering that afternoon. It seemed that nothing could go wrong... but it did. There was a problem on the rolling road with the detonation and the pistons were damaged, probably because the fuel was too lean. The engine

would have to be stripped down and the pistons replaced. A huge disappointment which was initially forgotten when the Goodwood selectors asked if we would like to enter the E Type in the Kinrara Trophy Race, and if so, could we have the car at scrutineering that afternoon. We had the car transported to the circuit and qualified the E Type on the Friday morning but had to retire before qualifying ended with a huge loss of power. As the race was the same day, there was not enough time to resolve the issue and so it was not a great weekend for me. Now we are up against another deadline because next week the Cooper Maserati is due on the Classic Motor Show Maserati stand and at the time of writing this article there are just 6 days to go and the engine is not yet back in the car....



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.