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### Cover:

Into the Red. Mark Hales drifts Nick Mason's 250F #2532 during a track test for Auto Italia magazine. Our profile of the car's restorer, Peter Shaw, starts on Page 28. Photo: Matt Howell.

### Trident Production

Editor: Andy Heywood  
Publisher: Phil Ward  
Designer: Michael Ward  
Printer: Warners Midlands PLC

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# From the Editor

Andy Heywood



In each of this year's Tridents, we've been featuring a special logo to celebrate the 50th anniversary of The Maserati Club. In this issue you will have also received a celebratory sticker.

Anniversaries are usually a time for reflection and this issue is certainly focused on Maserati's past. Central to this theme is our Profile feature on one of the founder members of the Club, Peter Shaw. His incredible career as a restorer of racing cars started in the 1960s and is a fantastic story but it was a very different world to that of today. It is almost impossible for us now to comprehend what the world of old racing cars was like when they weren't ultra-valuable assets. And while racing has never been a cheap hobby, no matter how rose-tinted your spectacles, it was certainly achieved on a mixture of limited budget and a huge amount of enthusiasm back then.

We also have a fantastic feature from David Zeunert on the Australian Club Patron, Reg Hunt, who was one of the last links to the works Maserati racing era of the 1950s, having bought both A6GCM and 250F cars directly from the factory.

And then there is a biography of the factory test driver, Guerino Bertocchi, who was a constant from the earliest

days of the Maserati brothers and throughout the 'golden era' of racing. I feel particularly proud to be able to bring you this feature, as it was written by Mel Nichols, who many of you will remember wrote some seminal articles on Modenese Supercars back in the '70s and '80s. The article was first published in *The*



*Intercooler* earlier this year, which is a new online magazine and doing some great features.

*This Maserati Life* features Roger Lucas, who is a long-term member of the club and raced a 1936 6CM. He feels, as I do, that we need to maintain a connection between the racing past and the modern Maseratis, because we are all part of the same family, but whereas back in 1972, the racing cars were in the majority, nowadays there are very few Club members with these kind of cars, and only a handful who actually race them.

The Club is changing. Those

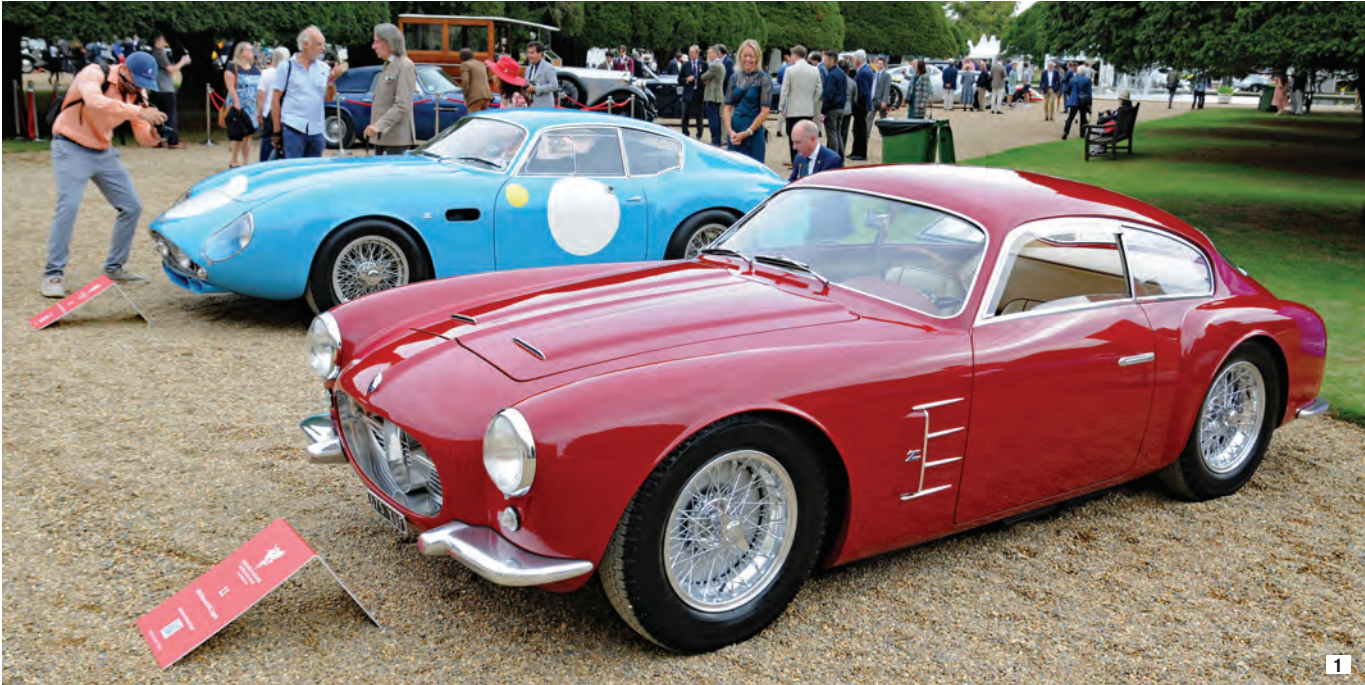
simpler times in historic racing have gone forever and with it a certain part of the charm for sure. But elsewhere, even the ratio of classic to modern road cars has evolved. One only has to look outside to the car park at most Club events to see that. However, every owner of a Maserati is buying their car at least partly because of the heritage and the mystique of that fantastic name, no matter whether the car is old or new. So, while I almost apologise for the emphasis on racing cars and a bygone age in this issue, I cannot quite bring myself to do so. Promoting and nurturing the heritage of Maserati is after all, a fundamental role of the Club.

One thing that remains constant however, is enthusiasm. It has been a good year for the Club in many ways, with the resumption of a full calendar of events, and more members than ever before, though it is not without sadness at those we have lost, most recently Henry 'Enrico' Pederzoli and our Past President Alexander Fyshe. I will miss both of them and reflections on their lives are included in this issue. It is undoubtedly also a Trident about people as much as about cars. As Roger Lucas says, Maserati is a family.

So, what about in fifty years' time? The editorial in the Autumn 2072 Trident will no doubt bemoan the lack of internal combustion engined cars in the Club these days and wax lyrical in nostalgic terms about the intoxicating effects of unburnt hydrocarbons. Quite possible if he or she or they is anything like the current Editor, but what I hope for more than anything, is that they can still talk about the world of Maserati as being that family.

# Out and About with Peter Collins

Photographer and Journalist **Peter Collins** attended The Concours of Elegance at Hampton Court and Goodwood Revival in September.





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1. Jonathan Segal's A6G Zagato #2186 was a very popular car at the Concours of Elegance.

2. The A6G was popular with the judges too, winning the Elegance in Motion Award.

3. Also very rare was this 3500GT Vignale Spyder 'long bonnet' car, chassis #761, from Joe Macari.

4. The cover car from our last Trident, 300S #3069 on Fiskens stand. It's not too late if you're tempted!

5. Goodwood Revival. Patrick Blakeney-Edwards in Bob Denson's 8CM at Lavant corner, with Neisius, 6CM behind.

6. Lavant straight during the Goodwood Trophy, Ewen Sergison 6CM in the foreground.

7. Stefan Rettenmaier in the awesome 8CTF #3031.

8. Argentinean Manuel Eliçabe on the limit in his A6GCS during the Madgwick Cup.

# This Maserati Life

**Roger Lucas** first joined the Maserati Club in 1978, when he bought a Merak SS. Since then, he has owned a number of Maseratis, including a 1936 6CM, which he raced for six seasons. He served on the Club committee from 1991, as Chairman from 1992 to 1997 and then as Vice-President from 1998 to 2009. He was also Chairman of the Historic Grand Prix Cars Association (HGPCA) from 2005 to 2010. The link between the Maserati Club of today and its racing past is something that should be preserved he tells **the Editor**.

## Let's start at the beginning

I was born and brought up in Leicester and attended Wyggeston Grammar School. My first job was as a junior in the Planning Dept of Leicestershire County Council. I started there in 1956, then moved to Oxford in 1959 and then to London in 1964. I qualified as a Chartered Surveyor and Chartered Town Planner and spent a large part of my career with the London firm of Richard Ellis. From 1976 to 1998 I was an equity partner.

## What about automotive influences?

I remember reading the instruction books of my father's cars. He would also take my brother and I to see the pylon racing model cars in Bob Gerard's garage. Also, following the exploits of the D-type Jaguars at Le Mans and learning (on paper) how the internal combustion engine worked. Perhaps the biggest marker was a day with the family (as I had no car of my own then) at Snetterton with the Jim Russell Racing Drivers school, aged 18, driving a Cooper Bobtail. The day went well but I couldn't afford to continue the course.

My first vehicle was an NSU/Vincent Fox 125cc motorcycle and then a 1934 Austin 7 saloon (how unusual!) then a 1937 Austin 7 Nippy when I passed the first exams of the RICS. I joined the 750 Motor Club and the VSCC.

## When did you first become aware of

## the Maserati marque?

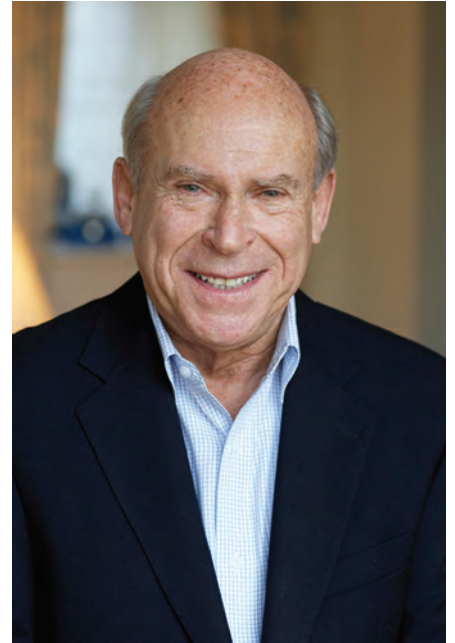
Probably at the time of the model pylon cars. My brother and I tried to build one using the advice and drawings in a book called 'Model Car Manual' by CH Deacon, published by the Drysdale Press, which featured drawings for a 6C Maserati. Much later I was able to buy one of those cars (it was featured in Trident No 40, 1983).

## But the Merak was your first 'real' Maserati?

Yes, it was the *Autocar* road test car, an SS model with the registration UUC 11S, finished in a golden sand colour. I bought it from Bobby Bell of Bell & Colvill, who were based nearby at West Horsley. Bobby used to race a 250F and, I think, a 300S and it was he who suggested we join the Maserati Club. We took it down to Monaco in 1979 for the F1 when we also witnessed the first 'historic' race there when Cameron Millar was driving his 8CTF. On the downside, returning from a Club Lunch in Norfolk, an oil pipe burst, which meant an RAC rescue. Then there was the time the fuel tank split and so leaked in the short-term car park at Heathrow and had been towed away by the time I returned from Glasgow. However, we had some great times with that car and were sorry to sell it in the early 1980s.

## You had joined the Club by then?

Yes, in 1978. That Club lunch in



Norfolk was actually the first event my wife Sarah and I attended. They were a jolly crowd; more interested in the social side perhaps. Certainly not too much talk of gear ratios, peak revs etc.

## And then you bought a Mistral Spyder?

It was a 1965 car, registered JUT 611E, which I bought from Corley Motors in 1986. A great driving car – so many good memories. One of the first 'overseas' trips was put together at a Brands Hatch meeting when Michael Miles said that the Club had been invited to join the 'Champagne Rally' organised by the Automobile Club de Reims. That 'C' word resonated so we signed up. It would be the first time that we (including MM) would meet Marie-Elisabeth. It didn't start well as the car 'died' on

the drive into Reims but Arthur Kelly came to the rescue and found a dirty earth connection on the fuel pump and then we were away. That event would be repeated several times over the years. I took the Maserati and then the Aston one year with a couple of friends, Sarah won the Ladies Prize driving the Mistral. As I had started racing and other events with the Astons, I took part in a VSCC Pomeroy Trophy event at Silverstone one year with the Mistral. It wasn't a racing car of course, but it just drove so well. More touring events would follow, International Meetings and, of course, our 'safari' in '96 when we drove from Durban, East Africa, to Cape Town via the game parks and the Drakensburg mountains.

### So when did you start racing?

I had to be treated for cancer in 1987, but it triggered thoughts of doing some more exciting things such as the Mille Miglia. After some research, I bought a 1930 Aston Martin International from Derek Edwards and in 1989 entered the first of what would be four Mille Miglias with Arthur Kelly as co-driver. In the spring of the same year, I also started racing with the AMOC and VSCC. By 1994, I felt that the International was not as competitive as I wanted and therefore purchased a 1937 2.0 litre Aston Speed model, and did a fifth Mille Miglia and more serious racing.

### How did the 6CM purchase and racing come about?

It was at Silverstone, probably in 1996, talking to Irvine Laidlaw in front of his 6CM that he said 'Roger, you should get one of these, it's just so much fun'. However, it was not until 1997 that the stars aligned. It was a time when there was quite a lot of M&A activity in the world of property advisers; we were a large partnership and decided, after 224 years, to incorporate in order to be in



1. Roger in the Mistral during the Auto Italia Festival, Brooklands in 1998.

Photo: Peter Collins

2. Roger in The 6CM during Monaco Historics. Photo: Roger Lucas.

a better position. This released some of my partnership capital so with that and a raid on the piggy bank, having been alerted to a possible car by Peter Hannen, I was able to finance the deal with Klaus Werner who was acting on behalf of the owner Hartmut Ibing, who had had the car effectively rebuilt by Sean Danaher.

I realised that whilst I could race a single seat Maserati with the VSCC, the more exciting challenge was to race with the HGPCA on many of the Grand Prix or F1 circuits in mainland Europe. Later there was also the Shell sponsored Ferrari/ Maserati Challenge. I would be spoiled for choice.

### What were some of the memorable moments racing the 6CM?

The car itself was a little jewel. Sean Danaher had carried out a most competent restoration. Over six seasons I only had one DNF at one of the Revival meetings at Goodwood. Just to drive the car was fantastic, the sound, the handling, the whole bit. I was never going to be a front-runner but I enjoyed every minute. Overtaking Hubert Fabri in the rain on the run down to La source at Spa 2001. The Klausen Hillclimb, Switzerland 1998. Sitting on the grid

at Monaco for the first time 2000. Best result at Hockenheim, 2000, 1st in class twice and 2nd overall twice (trophies awarded by Michael Schumacher). Overtaking John May in his A6GCM on the last lap at Monaco in 2002. There are others, even those of the sheer enjoyment of starting the car.

### Did you race any other cars?

In 1999 I bought a 1959 AC Ace-Bristol, partly race prepared. I did two Tour Autos with it with Martin Chisholm and a Tour Espana but blew a head gasket. Also used for the VSCC 'Pom and with Sarah, the





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3. Roger in the 200S at Goodwood Revival in 2007. Photo: Roger Lucas.

4. The Vignale Spyder, winner of the 2016 Club Concours. Photo: Nick Bowden.

Targa Florio, Sicily, organised by Patrick Peter of Tour Auto and Le Mans Classic fame. There were a few UK races and also the 2002 Rome-Liege-Rome Rally.

Later in 2002, I co-drove Rob Davis's ex-works Aston Martin Team car LM10 in the Le Mans Classic. First time at the circuit and a session at night as well. In 2004 I co-drove Bill Ainscough's ex-Ralph Lauren Alfa Monza in the Le Mans Classic – what a car! And a better result, 6th in class. I also co-drove his Fraser Nash Sebring at Spa, not such a good car.

### What about the 200S?

The search for another Maserati took some time. Finally, Martin Chisholm found me a 200S in the States in 2006, supposedly restored. Sean Danaher did his best with the car to bring it into a state ready for competition. We were out in 2007, Silverstone, Shell/Ferrari Challenge 3rd in class; Donington – DNF throttle linkage. Porto, HGPCA, not very good, a blocked accelerator pump jet in one of the carbs. I had an entry for the Le Mans Heritage race, organised by Duncan Wiltshire. A two-driver race so John Day came

with me. All went quite well apart from a comical but very slow driver change. It was damp and the car was tramlining at 130 mph down the Mulsanne straight. Character building. At the Goodwood Revival, a gear problem led to some over-revving but I finished the race. After all that, I finished up HGPCA Class winner, 2007.

The last real competition car was a 1966 Ferrari 275GTB, beautifully prepared, but standard engine. After a lot of suspension adjustments and driver training with Roberto Giordanelli at Goodwood, the main event I did with that car in 2010 was a two driver race at Silverstone.

Everything that could go wrong, did, but we finished but that was my last race and also that of my co-driver, John Day.

### By then you were Chairman of the HGPCA

I was invited to join the committee in 1998; the chairman at that time was Julian Sutton (who I did not know). He wanted to stand down in 2004/5 but had not found a replacement. It became quite a problem so I volunteered to take over as acting

chairman in a slightly more limited role. That was in the Spring of 2005 but in the end, I stayed on until 2010.

### And away from the racetrack?

The Mistral Spyder was sold in 2000 as I was heavily involved in racing at that time, but in 2002 I bought a Mercedes 280SL which was then rally prepared. Sarah and I then took it on some long-distance events, including in 2005 driving 17,000 miles from London to Sydney and in 2010 circumnavigating the Mediterranean sea, which was 11,500 miles. Nowadays we do European Tours and Club events in either the 1961 Maserati 3500GT Vignale Spyder or our 2021 Ferrari Portofino M.

### What have been some of your favourite Club events?

The early Welsh Rallies. The Christmas Dinner; initiated by Jack Levy. The 'gatherings' at the early Coys Silverstone Meetings and the Crossroads Hotel. The Cologne, the Swiss and the Italian Internationals. And of course, The Picos and the Pyrenean events organised by us with some help from the Bennetts!

### How do you think the Club has changed over the years?

Quite a few of the 'old faces' have

gone, unsurprisingly (I'm looking back over 44 years). There are fewer classic models but, even in contemporary cars, a lot of enthusiasm. There have been some good driving events. In his days in the nursing home, Cameron's first question would be 'how is the Club doing?' The answer is much the same today: 'Doing pretty well, really'. However, during the last 20/30 years, there has been much less interest in the racing and in the Maserati racing cars.

**What do you think could be done to connect the racing members with the newer road car owners?**

It's very difficult. There are not that many racing members and even fewer actually racing Maseratis. The introduction of the Cameron Millar Trophy was a step we took to try and increase the interest in that area. But I suppose the cars became less affordable which has not helped the historic racing scene. The same applied to, and still applies to the HGPCA.

Clearly, I am thinking of the pre and post-war Maseratis. For those, you have to love the cars themselves, the workmanship, the sound, the performance etc. I can only speak for myself, I'm a car person first and race driver (a poor) second. Exposure and proximity to the cars makes a huge difference. Publicise the events and give follow up reports. The fact is most historic racing is covered by the VSCC and the HGPCA. There are still quite a number of cars and opportunities out there.

For the modern Maserati race cars, I would think that you have to be more of a competitive race driver. The car is just the tool to do the job. You may have bought into the brand but have little time for the older cars.

We lost a significant link to the Maserati Heritage when we lost Alfieri earlier this year.

He was so passionate about the history and for many years would present a prize to the best performing Maserati/OSCA car/driver at the annual HGPCA lunch. Often, it would go to one of the Rettenmaier family.

**How do you see the future of the old car movement?**

We are going through very difficult times. You don't need the list! But so far, there still seems to be a huge interest in the old car movement and after the Covid years, similar interest in the racing (e.g., the Silverstone Classic recently). Putting aside such things as Extinction Rebellion etc and as long as we can get petrol supplies, I think the interest will continue. Values seem to be holding up. We may all be living in the past. But so what! Enjoy what you can, while you can. Electric cars might give you a buzz, but not how you would like it.

**Why do you think you are particularly attracted to the Maserati marque?**

The family and the history. The feeling of having become involved, in some small way, in all of that. There is a warmth to the story that is missing from Ferrari or Mercedes, for example. I felt privileged to be racing a Maserati.



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# Reg Hunt:

## The very last Maserati racing warrior

*David Zeunert of the Maserati Owners Club of Australia tells the story of the incredible life of Reg Hunt, their club patron, who sadly died this year. With his passing we lose one of the last direct connections to the era of the Maserati 250F.*



Australian motor racing enthusiasts were saddened recently to hear of the passing of Reg Hunt at the grand age of 99. Reg was born in 1923 in Manchester, England and lived there until emigrating to Australia in early 1949 with his wife Mavis and their young son Graham. Reg's grandfather, Pa Crowley, was one of the founders of Speedway racing in the north of England and also raced at Brooklands. Reg's aunt Dot was also a Speedway champion whilst both of

Reg's parents, Bert and Ethel, raced motorbikes all over England.

Hunt Motors of Manchester was the family motor car and motorcycle business where, from a very early age, Reg ran errands and started learning the motor trade. By his teenage years, he was already racing motorbikes and soon graduated to a Riley Imp as well. In late 1939, he had entered to race his motorcycle on the Isle of Man, but the race was unfortunately cancelled because of the commencement of World War Two.

During the war, Reg served in the Royal Electrical and Mechanical Engineers, servicing and repairing Army trucks, cars, tanks and heavy equipment. As soon as the war was over, he recommenced his motor racing career and began competing in 'Mud Plug' trials, building a special car for this purpose utilising a supercharged Ford engine with ENV preselector gearbox and in which two passengers sat three feet apart behind the rear axle to gain added traction on the slippery slimy mud.

The political climate in Britain in the years following the end of the war was very severe with food rationing still in place so Reg decided with his family to emigrate to Australia. Reg's parents and his brother Geoff also came as well. With his wife Mavis and son, Reg settled in Melbourne and Cheryl, their second child was born in 1950.

Reg brought with him to Australia some basic components, from which he planned to make a rear-engined racing car. These included a J.A.P. motorcycle engine, Norton gearbox and Morgan front suspension and once settled, he wasted little time in having a chassis welded up by Hedley Thompson. It was nicknamed the 'Flying Bedstead' because of the rudimentary looking bed frame chassis. Reg raced this homemade special in many major events across Australia and had a lot of success, particularly in hillclimb events.

After a while, and with the assistance of the legendary Vincent motorcycle engineer Phil Irving, the engine was changed to a 1000 cc one from a Vincent Black Lightning, to which they then added a supercharger. This rocketed the Flying Bedstead to even greater success.

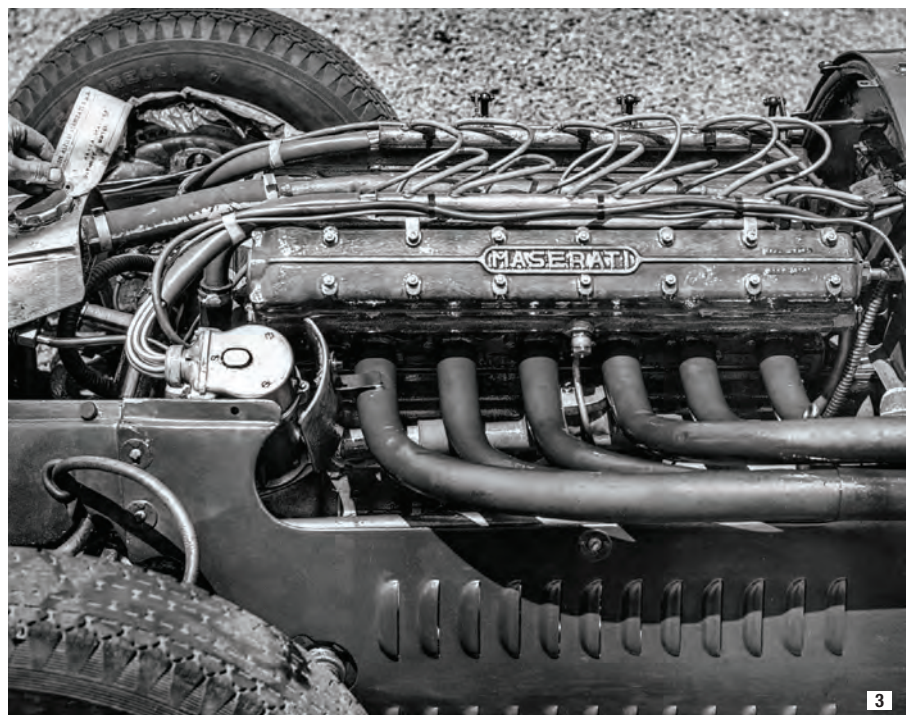
Reg further honed his motor racing skills by purchasing an Allard J2X sports car and entering it in the 1953 Australian Grand Prix. This event took place at the Albert Park Lake road circuit in Melbourne and he placed tenth in the 55 lap event. With its V8 Ford Mercury engine the Allard broke hillclimb records in nearly every state where he competed and was one of the most reliable sports cars competing in Australia in that period. At about the same time, Reg built a monoposto racing car using a Holden (General Motors) engine. It was based around a standard model but he removed every pound of excess weight and it could hit a reliable 105 mph.

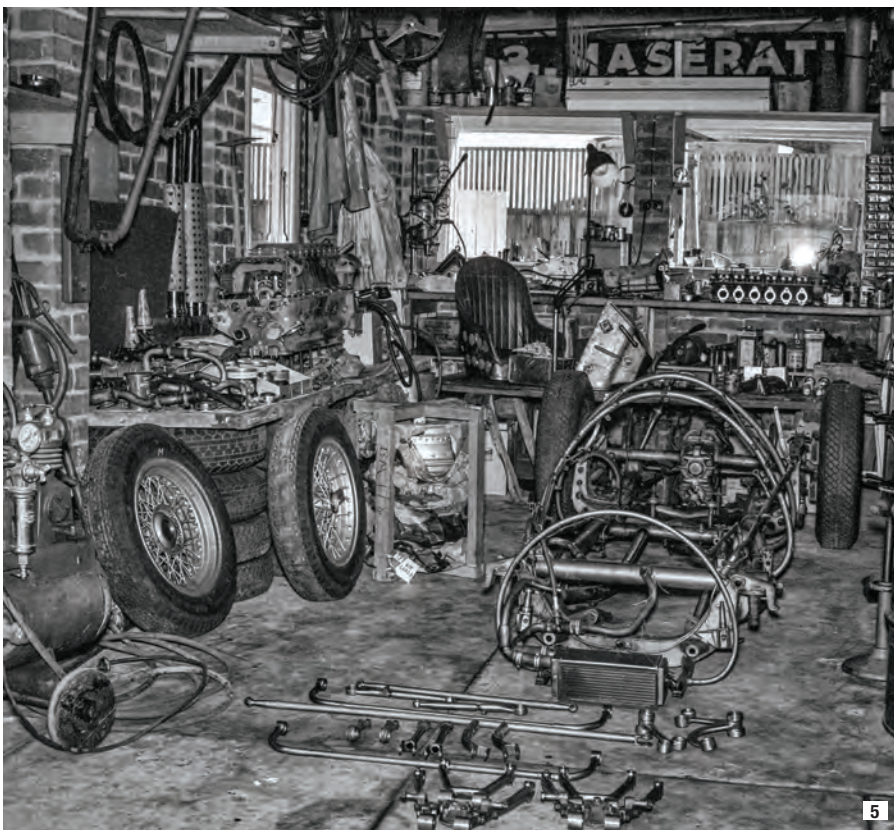
In late 1953, he sold the Allard and the Holden special and set off overseas together with his racing mechanic Dick Boardman, Misha Ravell, a Melbourne-based racer and businessman and his good mate Des Abicair. Reg visited the United States

inspecting the Offenhauser works whilst the other men went on to Europe and England.

Reg then also travelled to England where he visited the Cooper Car Company, purchasing one of the latest Mark V111 racing cars. Having

1. A family affair. Reg Hunt's parents Bert and Ethel beside the recently imported A6GCM. Last driven in Europe by Harry Schell by now it was in interim 2.5 Litre guise. Notice it still has J.M. Fangio on the scuttle.
2. Reg's nine year old son Graham tries Dad's new Maserati for size too.
3. Note the instruction on the tag from the factory around the radiator cap for shipping purposes; 'without water'.





teamed up again with his three friends, they began racing in England and Europe. His first race was at the Snetterton circuit on the 24th of April 1953, where he finished sixth. Following that, at Brands Hatch on the first of May, he placed first in the Junior heat and went on to win the Junior final. A week later, he competed at the now defunct Ibsley circuit in Hampshire, where he placed sixth and the very next day came third at Prescott Hillclimb.

The team then journeyed to Germany to a race at the infamous Nürburgring, where on the 25th of May, Reg achieved a fifth place. Hermann Lang, the famous German Grand Prix driver, pulled Reg aside and gave him a word of advice on racing around the treacherous 14.7 mile circuit. 'There are 200 dangerous corners on this circuit' Lang said to Reg, 'First, learn all the corners that will kill you, then learn all the corners that will injure you. Only after that

will training be over'.

The final race on this tour was at the Orleans circuit in France where Reg won, soundly beating the Cooper works team in the process. Following this, he went to Italy. His intention was to purchase the latest 2.5 litre Ferrari to take back to Australia. He actually met with Enzo Ferrari; however, Ferrari told him he would not sell one of their latest works cars to an unknown Australian racing driver. Disappointed but still determined Reg then visited Alfa Romeo, Fiat, Osca and Stanguellini before arriving at the door of Maserati where he met with Omer Orsi (the son of Maserati's owner Adolfo Orsi) and Guerino Bertocchi (Maserati's legendary chief mechanic and tester). Reg was advised that they were prepared to sell him a Maserati A6GCM monoposto racing car which had previously been raced by Juan Fangio. In fact, Fangio had won the 1953 Italian Formula 2 Grand Prix with the car in 2.0 litre form and then in 1954, the car had been fitted with a 2.5 litre 250F type engine and raced by Harry Schell.

The deal was done and the A6GCM duly arrived in Melbourne in November 1954 where Reg lost no time in putting it through its paces at the Fisherman's Bend wartime airfield circuit near Melbourne. However, its first proper race was at the New Zealand Grand Prix in January 1955, where Reg, together with Peter Whitehead set the fastest lap in practice. In the race, they experienced brake fade issues but still finished fifth.

The next race was the South Pacific Road Racing Championship held at the Gnoo Blas road circuit in the country town of Orange in New South Wales, where he withdrew from the main race with brake problems again.

Back in Melbourne, Reg consulted with Jack Pearce and Bart Harvey from Paton's Brake Replacement



where they redesigned the braking system so that it was far superior to the original Maserati system. Reg's next race was the Argus Cup held at the Albert Park Lake road circuit where he placed first in his heat for the Argus Trophy but in the final retired with crown wheel and pinion problems in the axle.

Reg then travelled to the Bathurst circuit to contest the Bathurst 100 mile event where he finished fifth overall and first in class in the three lap scratch event. He also demonstrated his A6GCM at the Darley motorcycle track near Bacchus Marsh Victoria where he broke Maurie Quincey's Norton motorcycle circuit record. His next event was at the Fisherman's bend circuit where he won the Racers Trophy and the Lucas Trophy. Then in October, he travelled 513 miles to the Port Wakefield circuit to contest the 1955 Australian Grand Prix. Held over 167 kms, after four laps Reg had a clear 23 second lead but a cam follower broke in the engine, forcing him to finish on five cylinders. It was still enough to net second to the winner Jack Brabham in his Cooper Bristol.

Reg then decided to advertise the Maserati A6GCM because he had purchased a Maserati 250F, chassis #2516, which had previously been a



4. The A6GCM outside the Hunt garage having won his class in the Bathurst 100 Mile race in 1955. Trophy is on the bonnet and a proud Reg far left.
5. An evocative picture of Reg Hunt's home garage with the A6GCM in pieces mid-overhaul.
6. The arrival of the new 250F. This is Reg in the car (#2516) at Albert Park Lake circuit in 1956.
7. Period publicity shot of Reg in the 250F, which has been digitally coloured.

works Maserati driven by Jean Behra. He had earlier travelled to Modena to test this 250F. The test took place at the Modena Autodrome and Ferrari drivers Luigi Musso and Eugenio Castellotti were also there testing the same day. Reg posted times quicker than either of the Italian drivers.

The 250F arrived early January 1956 and was prepared for its first event at the end of the month at the Gnoo Blas circuit, where he placed first in the 27 lap/100 mile event. Reg's next event was the Argus

Moomba race events conducted on the 11th and 18th of March where he won the Albert Park Trophy and a week later, he won again, receiving the Argus Trophy. After that, it was back to Fisherman's Bend where he again placed first, this time in the racing and sports cars scratch race.

Melbourne staged the 1956 Olympic Games from the 22nd of November to the 8th of December and as part of the celebrations, The Light Car Club of Australia decided to stage the 1956 Australian Tourist Trophy on



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8. Both of Reg's Maseratis line up at the Moomba race Meeting in March 1956. The A6GCM had by now been sold to Kevin Neal.

9. November 1956, Reg Hunt's garage at Elsternwick became the temporary home of the Maserati team for the TT Sportscar and Grand Prix races. Serious machinery including two 300S, which would finish 1st and 2nd in the TT driven by Moss and Behra.

10. The team from the Maserati factory in Melbourne November 1956, including from the left 3rd Bertocchi, 4th Jean Behra, 6th Stirling Moss, 8th Ken Wharton and far right Reg Hunt.



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the 25th of November for sports cars plus the 1956 Australian Grand Prix for Formula Libre racing cars on the 2nd of December. The Light Car Club invited the Maserati works team to compete in both events and Maserati responded by sending a five man team, which included Jean Behra and Stirling Moss, with two 300S sportscars and three 250Fs (one spare short nose and two long nose cars). All the works team cars and Reg's 250F and Cooper Bristol were all garaged at Hunt's workshop in Elsternwick, Melbourne.

The works team won the Tourist Trophy race with Moss first and Behra second in the 300S sportscars. After the race both cars were sold to Australian buyers. In the Grand Prix, Moss was again victorious, with Behra again second. Reg Hunt was the first Australian home in his 250F coming fourth behind Peter Whitehead.

At the end of the 1956 Australian racing season, Reg Hunt retired to concentrate on building up his business selling new and used cars. He had already sold the A6GCM to Melbourne trucking company owner Kevin Neal, who campaigned it in the 1956 Australian racing season. However, Kevin had a very bad shunt in the car during the 1956 Australian

Grand Prix, breaking both legs in an accident which saw him hospitalised for all of 1957 and in recovery at home for all of 1958, ending his racing career. The A6GCM was sold through three further Australian owners, eventually being bought by Colin Crabbe in the 1960s. The 250F was sold to Bib Stillwell who raced it during 1957 before selling it to Arnold Glass in 1958. Glass would go on to race the car in 1959, 1960 and 1961. It then passed through two other Australian owners before being sold to Cameron Millar in the U.K.

Reg continued to purchase property to further expand his retail car business becoming a General Motors Holden dealer in October 1959. Over time, he demolished more than 300 homes and old commercial properties along the Nepean Highway in Elsternwick to establish a vast 11 acre retail and Used car frontage on what is a major Melbourne road. Reg Hunt Motors became one of the largest General Motor Holden dealers and held the annual record for selling the most Holdens in Australia for over 20 years, averaging over 300 sales per month. Reg also loved vintage and classic motors cars and built up quite a collection. These included three vintage Bentleys, a Gullwing Mercedes Benz and a Rolls-Royce Silver Ghost. He lived part of the year

in Monaco in semi-retirement and while there, found a Maserati 300S for sale, chassis #3063. He had it delivered to him in Monte Carlo and then drove it across France catching the ferry to England where it was then shipped to Melbourne for use in historic racing events in Melbourne and Adelaide. However, he was often quoted as saying that he believed Australia was the best place in the world to live.

Reg built up a massive motor car business employing his son Graham and daughter Cheryl, plus his brother Geoff and he had a very well-developed competitive streak; “If I could have any wish granted, it would be to take over the whole metropolitan market” he said gleefully, “and as I have always said, you should never kick another dealer when he’s down. That’s of course unless he tries to get up!” Reg Hunt never held a grudge but said he was more than happy if he got even.

He had two heroes in life: Winston Churchill in politics and Jim Clark in motor racing. This is particularly interesting as he raced against the likes of Stirling Moss, Ken Wharton, Stan Jones and Doug Whiteford but

still rated Jimmy Clark above those drivers.

In 1980, Reg purchased a new Maserati Kyalami 4.9L RHD manual sedan in Melbourne and kept it until 2005 when he eventually sold all of by then his vast collection of vintage and classic motorcars. Part of his Elsternwick site was eventually sold which made way for Toyota to build its landmark Brighton Toyota and Brighton Lexus dealerships along Nepean highway. In 2002 Reg Hunt Rhodes was sold to the Japanese Sumitomo group leading to Reg handing over the running of his business interests to his grandson Nigel.

Reg passed away on August 22nd, 2022, after having lived a fabulous life shared with his family and friends and just short of 100 years of age. His funeral was conducted at St John’s Anglican Church, Toorak, Melbourne on the 29th of August where his friends gathered to honour his life. He was a very proud member of the British Racing Drivers Club having gained membership in 1955. He was indeed the very last Maserati racing warrior from the 1950s.

11. Reg Hunt in 2018 with the same Bathurst Trophy he won back in 1955.  
 12. Christmas 2021. Reg and his grandson Nigel Hunt. Still a family affair as they celebrate the arrival of Nigel’s new Maserati, the 250F CM10.  
 Photo: All photos courtesy of the David Zeunert Motorsport Archive.



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# The mysterious Maserati A6GCS from Cuba

Following our review of the new A6GCS book in the last Trident, this article by co-author **Jean-François Blachette** featured recently in *Modena*, the magazine of Club Maserati France. Translated from French by **Marie-Elisabeth Deroche-Miles**.



Showcased on the stand of Club Maserati France at Rétromobile while still being restored, the car was lent by Henry Bernaud, a collector and member of CMF. It was transported by road from the south of France in a covered trailer by his son Steeve. This historic Maserati, whose identity was finally

revealed, was one of the stars of Rétromobile 2022.

In November 1984, Colin Crabbe the classic car hunter, found this car in Cuba. He remembered his discovery in Havana in his book *Thrill of the Chase*: ‘On the second day, I was just a bit despondent with my search when a small blue open car was spotted

parked on the quayside. It could have been a “special” and my driver wanted to carry on saying it was an MG, but he was persuaded to turn back and on examination we had struck gold as the MG turned out to be a battered Maserati A6GCS, albeit complete with Skoda engine and gearbox but who cared? Hurrah.’

The car was in a sorry state and boasted a number plate for road use: *Particular HL-5469 Cuba*. After some negotiating, Colin Crabbe exchanged it for a television set! The car was then imported into England in February 1986 as a ‘Maserati body carcass’ by Car Consultant Ltd, Crabbe’s company. Then Henry Bernaud, a French collector of classic cars living in the Alpes-Maritimes was informed that a Maserati A6GCS without its engine had been found in Cuba and was up for sale. The deal took place in April 1987 through Richard Crump, a Maserati historian and dealer. In May 1987, its new owner drove to England with a Citroën CX-trailer to pick up his car stored in the premises of Crosthwaite & Gardiner in East Sussex. The car had been crudely repainted in dark green and its chassis plate was missing. Back in France and in spite of an in-depth examination, no trace of the original series number was found on the Cuban car so Henry Bernaud decided to install a Maserati six-cylinder 2.0 litre engine. He then bought a gearbox and an engine made with several parts from two A6GCMs from ex-Scuderia Bandeirantes. Later, they were sent to Italy where the engine was reconstructed by Nuova Lunelli in 1994, the gearbox by Colotti and finally in 2005 the spoked wheels were reconditioned by Borrani in Milan.

### Identified at last

In the meantime, the paint which had been carefully removed from the aluminium body revealed the story of the car thanks to its successive coats of paint. The red colour from the second Italian period in 1955, the darker red from the 1957 Cuba GP with an added headrest, the yellow from the 1960 Havana GP with a Chevrolet V8 engine, and finally the turquoise from when it had been used in the Havana streets.



1. The A6GCS as discovered in the streets of Havana in 1984.
2. Henri Bernaud puzzles over the bump in the bonnet of his A6GCS.
3. The story of the car shown by its successive coats of paint.



In 2019, I was invited by Henry Bernaudo to examine his car from all angles after I had promised I would do some research to identify it. It was while working on another book in 2020, *Maserati A6GCS*, co-written with my friend the historian Walter Bäumer, cross-checking the history of

each of the 52 chassis built and examining numerous photos of the time that the A6GCS riddle could be solved and the mysterious Cuban A6GCS identified.

It is chassis #2074, the 29th in the series, with chassis manufactured at Gilco and completed at Carrozzeria

Fiandri & Malagoli in Modena on 15th of May 1954. It was equipped with a 180 bhp six-cylinder 2.0 litre DOHC engine and painted in red as it had to be. It then had a pretty full initial racing life in Italy.

Its first owner was Luigi Bellucci, a talented gentleman driver and incidentally, the Lancia dealer in Naples. He entered it in a dozen races in the 1954 season: among them, the Naples GP (3rd), Targa Florio (4th), Coppa Shell-Imola, Coppa Sidonio in Aquila (1st), Circuito di Reggio Calabria (2nd), Pergusa GP (2nd).

Early in 1955 Bellucci sold his car to Azzurro Manzini, a 25-year-old young man from the Lombardia region of Italy, who raced it eight times including once at Oulton Park in England at the Daily Herald Trophy



4. At the finish, after its first outing with Luigi Bellucci in the 1954 Naples GP.

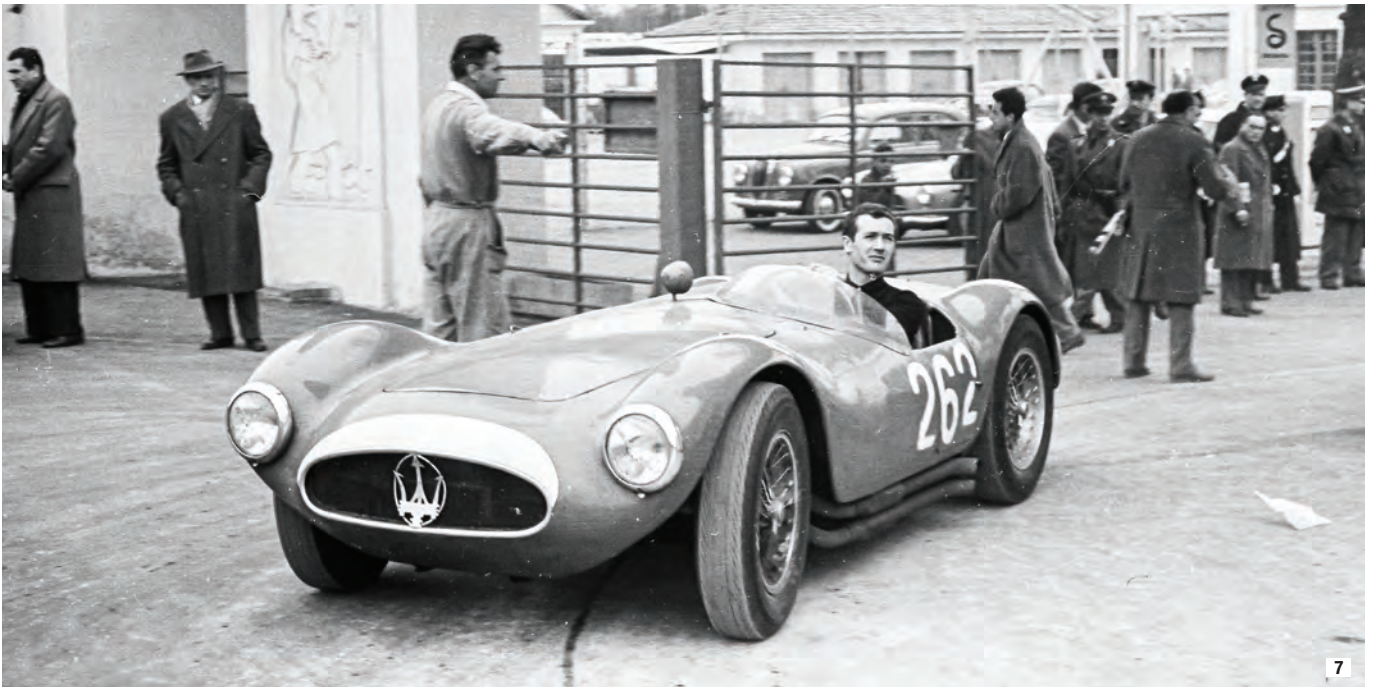
5. Luigi Bellucci racing in the 1954 'Coppa Shell' at Imola.

6. The one and only race on British soil, Manzini at Oulton Park in 1955.

7. Azzurro Manzini at the entrance to Monza for the 1956 Trofeo Vigorelli.

8. Its one and only lap in the 1957 Cuba GP.

9. Note the side vents added in Cuba to vent the Chevy V8 engine.





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meeting. His best finish was 2nd at Trofeo Vigorelli in Monza, which was in March 1956. In the autumn of the same year, Manzini emigrated to Venezuela with the A6GCS and sold it there to a Spaniard named Julio Pola. The latter entered it in the Caracas GP in November but retired with a broken engine. After some minimal repair and being equipped with a streamlined head rest, the then quite tired Maserati was shipped to Cuba and sold in Havana ahead of the Cuban Grand Prix in February 1957. Manuel Perez de la Mesa, its Cuban driver, could only cover one lap during practice before the engine broke again.

### **An emotional sequence**

Early in 1959, Fidel Castro came to power and it was not until 1960 that the A6GCS would be seen again. The event was the Gran Premio de la Libertad, a race which took place on the Havana airport runways (Perez de

la Mesa was driving again but did not finish). By then, it had lost its Maserati engine, was equipped with a big Chevrolet 5.5L V8 engine and had been painted yellow. Fitting the big Chevy V8 had meant a modification to the bonnet, now boasting a big bump and cutting two slots on each side of the car to accommodate the exhausts. These modifications were still quite visible (see photo 9). From that moment, the car disappeared until 1984 when it was 'discovered' by Colin Crabbe in the port of Havana, cannibalised with a Skoda engine and a turquoise livery. Back to the beginning of the story.

However, let's end up with an emotional sequence: Steeve Bernaud managed to trace Azzurro Manzini aged 90 who was back in Italy and got in touch with him. In October 2020, the A6GCS was taken to Verona on a trailer where, after 65 years, its very emotional second owner got back behind the wheel.

10. Azzurro Manzini gets back behind the wheel after 65 years.

11. An emotional Azzurro Manzini in October 2020.

*Credit: All Photos Jean-François Blachette.*



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# Profile: Peter Shaw

*Trident No 1, published in January 1973, carried a short biography of each member of the newly formed Maserati Club Committee. The youngest member of that committee was 27 year old Peter Shaw, who five years earlier had embarked on a career restoring Maseratis, one of the first people anywhere in the world to do so. Now retired, Peter and **the Editor** recently spent a very enjoyable day looking back on that career and some of the cars.*



There had been no sign from the outside that this was the home of one of the pioneer Maserati restorers. Two modest modern hatchbacks in the drive, though there is a double garage. But as I am shown into Peter's study, I immediately notice a framed photo of Phil Hill standing by a Maserati 250F, dedicated to Peter. Around us there are bookshelves crammed with old car books and some unusual automobilia.

'Oh yes', he says, noting my interest in the Hill photo. 'That was the Mason car, at Reims. We took it out specially.' I have the article I say, which was in Road and Track back in 1984. The ex-World Champion sometimes wrote for Road and Track in retirement and was also a talented photographer. 'He was a lovely guy' says Peter. Welcome to the world of Peter Shaw.

Peter was brought up in the Northwood area of London. His interest in mechanical things was ignited by the arrival of a No.9 Meccano set, which he describes as life-changing, although he says his father was 'quite clever; he designed the windscreen for Concord'. By the time he was 16 he had bought an Austin 7, which he immediately set about restoring. The interest in cars brought him into contact with another local enthusiast named Richard Crump and the two became friends.

Engineering was obviously in the genes but initially it was architecture that attracted Peter as a career and he trained as a draughtsman and then started work for a civil engineering firm in Ruislip. 'I was designing drains for a while – well, somebody has to', but then moved on to surveying. He recalls a contract his firm had to survey various mental hospitals around the London area, which were still occupied. It was a harrowing experience though he worked out if he and his assistant started promptly and worked through their lunch hour, they could finish at three every day. 'And I've basically been trying to do that ever since' he adds laughing.

When the Austin was ready, the obvious thing to do was to race it. One day at Oulton Park, a guy wandered around the campsite asking if anyone had a primus stove he could borrow as he had some soldering to do. This was Richard and Peter's introduction to Dick Crosthwaite (later of Crosthwaite and Gardiner), then a jobbing mechanic looking after

a Type 35 Bugatti belonging to Neil Corner.

It was the mid-1960s and the dawn of the era of historic racing. Things were a lot less sophisticated than today with most owners maintaining and preparing their own cars and camping at the circuits. Meeting someone like Dick Crosthwaite was a seminal moment as the two lads realised that it might be possible to make a living looking after other people's cars.

Together they placed an advert in Autosport offering restoration and race preparation of historic cars and after a while, they were contacted by someone offering to introduce them to a man from Leicestershire who was starting a car museum. The man in question was Tom Wheatcroft, who was in the process of forming what would become the Donington Collection. A meeting was arranged, during which Tom told them that he had recently bought the Tec Mec Maserati from the USA and would they like to rebuild the car for him. With a large dose of youthful confidence, Crump and Shaw immediately said yes.

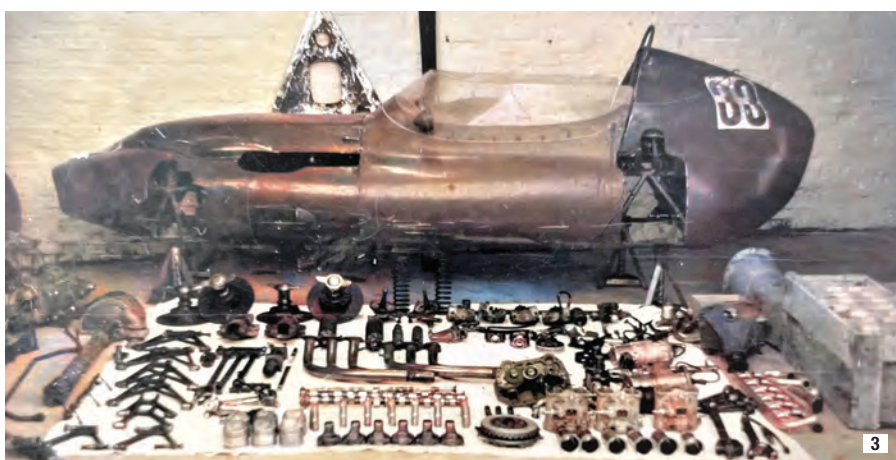
The new partnership needed premises and some were found in the market town of Bourne in Lincolnshire, nearer to Donington than Northwood. At that time, Bourne was already on the motor racing map as the home of B.R.M. and the number of small engineering firms that were situated in that area was a factor. But what to call the new venture? They couldn't decide what to call it and then Crump randomly said

‘Fergus Preparations’. It meant nothing but they both liked the sound of it.

### The Tec Mec

Calling the Tec Mec a Maserati is of course, not strictly correct, for it never saw the inside of the Maserati factory. It was built in Modena in 1959 by Valerio Colotti’s Studio Tecnica Meccanica but loosely based on drawings by Giulio Alfieri for a development of the 250F. Had Maserati not ceased developing the car after 1957, then this may have been the next model. As it was, Colotti had the lightweight chassis built, adding used 250F running gear and a foreshortened body. The other major development over the 250F was the addition of disc brakes. During construction, the car was sold to an American named Gordon Pennington. It was scheduled to be driven by Giorgio Scarlatti in the Italian Grand Prix in 1959 but problems with the rear axle meant that it never made the start. Pennington had the car shipped to Florida, where it was entered for a few races and record runs, none of which it completed. After the last of these (in 1962), it was dismantled and the parts stored in a warehouse in Miami until Tom Wheatcroft bought it in early 1967.

‘The only way it could have been dismantled into more pieces was if the carburettors had been stripped down’ recalls Peter of the ten packing crates that arrived in Bourne later that year. ‘However, the car was all there and actually, it was only nine years old at the time, which helped.’ The two threw themselves into the restoration, even making a first trip to the Maserati factory in 1968 for spare parts for the engine and running gear. Once completed, Peter remembers driving the car up and down the main road in Bourne to see if it worked; ‘the locals were used to it, what with B.R.M. etc’.



1. Peter Shaw in his study. September 2022. Photo: Editor.
2. First racer. Peter Shaw’s Austin 7 in the paddock at Oulton Park, circa 1965. Photo: Peter Shaw.
3. The dismantled remains of the Tec Mec as it arrived in Bourne in late 1967, having spent years in storage in Miami. Photo: Peter Shaw.
4. With body panels removed, it is easy to see how much of a spaceframe this was compared to the 250F from which it evolved. Photo: Peter Shaw.

However, during its first real test in anger, the engine ran its new crankshaft bearings, causing internal damage. Peter couldn’t understand it and sent some of the bearing shells to

Vandervell (the original manufacturer) for analysis. Vandervell unofficially wrote back to say that the shells had been stored badly and were impregnated with grinding dust,



5. Ready for a first test up the High Street. The bodiless Tec Mec in the yard of Fergus Preparations in Bourne in 1968. Photo: Peter Shaw.

6. After years on display in the Donington Museum, the Tec Mec became a competitive car in historic racing in the hands of Barrie Baxter, seen here at Goodwood Revival in 2006. Photo: Dave Smith.

7. The partners in Fergus Preparations, Richard Crump and Peter Shaw, seen here with 250Fs #2508 and #2524.

8. Silverstone pit lane in the early 1970s. Richard Bergel in the 250F #2526 (at the time!) he shared with Angus Clydesdale. Peter has his back to the camera. Photo: Peter Shaw.

9. Cameron Millar, whose CM cars were mostly built by Peter during the '70s and early '80s. This photo was taken at his Birthday party at Brooklands in 1999. Photo: Phil Ward.

which had been the cause of the failure. Peter feels somewhat exonerated by this (the shells had come from the Maserati factory), but Wheatcroft didn't see it that way, giving the car to Tony Merrick to prepare from then on. If that wasn't bad enough, Tom also removed the 250F he had given to Fergus to

prepare in the meantime and refused to pay the bill. The fledgling company was bust before it had even really got off the ground.

They moved from Bourne to a small village further north in Lincolnshire called Donington (ironically) and as Peter puts it, 'found a shed to work in, doing mostly normal cars for a while

though I think we did a Bugatti'.

Although they remained friends, after about a year Richard Crump moved back to Hertfordshire. They had both met that other great exponent of the 250F by now, Cameron Millar, and Peter recalls that Richard went off to work for Cameron for a while. Peter was also side-tracked by the purchase of a cottage for restoration. He remembers it cost £200 but there was no running water or mains sewage. Over the next few years, he restored the cottage himself. He intended to build a workshop next to it but then found the premises that would be his home for the next thirty odd years, Carlton Ashes Farm, Hough-on-the-Hill near Grantham.

After all his work on the cottage, Peter was able to sell it for £2000, which went towards the cost of the farm (£5000 in 1972!). The farm was such a perfect location that he told the agent that he would buy it before he even had a viewing.

One customer who had remained loyal since their Bourne days was Angus Clydesdale, later to become Duke of Hamilton. After a career in the RAF, he had developed a love for motor racing as something that could replicate the thrills of flying. He had bought a part-share in a Maserati 250F with Richard Bergel, which they raced together often, and Peter looked after it from 1968 to 1976.

Angus Clydesdale also had a small business called Intertech Developments, which made steering wheels for racing cars. When Peter bought the farm, Clydesdale became a shareholder in the new venture, and so it was named Intertech Engineering.

Of course, the farmhouse and the outbuildings that would become his workshops also needed a lot of work and so Peter and his wife Jackie set about the restoration. As always, Peter did most of the work himself, having almost two jobs. Cars during the day and house in the evening.



### The Maserati Club

Richard Crump was one of the main driving forces behind the formation of the Maserati Club in 1972. Peter recalls going to a meeting in London with Crump and Citroen UK (as Citroen were then the owners of the Maserati company) to discuss it and obtain factory backing. At that time the majority of members were owners of the racing cars and the first committee included Crump, Cameron Millar, Richard Bergel and Peter, who was also given the job of Newsletter editor. In Crump's biography in that first Trident, he says that he 'started his own engineering business, which after eighteen months proved disastrous', clearly a reference to Fergus. I was curious because Richard Crump is well known as a Maserati historian, but was he really a 'spanners' man? 'He was good on the phone', says Peter.

One of the main aims of the new club was to pool resources on parts and Peter volunteered to collate this information. It was hoped that by doing so, if anyone was having parts made for the racing cars, everyone in the club would know and be able to benefit from them to avoid duplication. It didn't really work, Peter admits with a degree of frustration.

### CM 250Fs

In 1974 Intertech started a project with Cameron Millar that would see

Peter Shaw building the majority of the CM replica 250Fs. From CM1 in 1974 right through to CM8 in 1982. The story of Cameron's cars has featured in Trident and other publications on many occasions but rarely has Peter's contribution to them been fully acknowledged. Some of the cars featured original spares but as time went on, more and more parts had to be made. When the supply of original engine parts ran out, specialist Cyril Embrey stepped in to make parts and in the end made

complete engines. Frank Coltman made the bare chassis and then Peter made whatever else was necessary and assembled the cars, but he recalls that Cameron could be impatient, possibly running out of money, and therefore a few of the cars were sold before Peter could completely finish them. CM2, which went to Peter Martin was one of these, as was CM5 that went to Ray Fielding. Cameron was always trading and moving on to the next one but for Intertech it was a busy period and an important one, as



Peter Shaw had now become more than just a restorer, now he could build a complete car.

### 8C 3000 cars – solving (some) mysteries

As well as his 250F projects, Cameron Millar had by now acquired a pair of pre-war Maseratis.

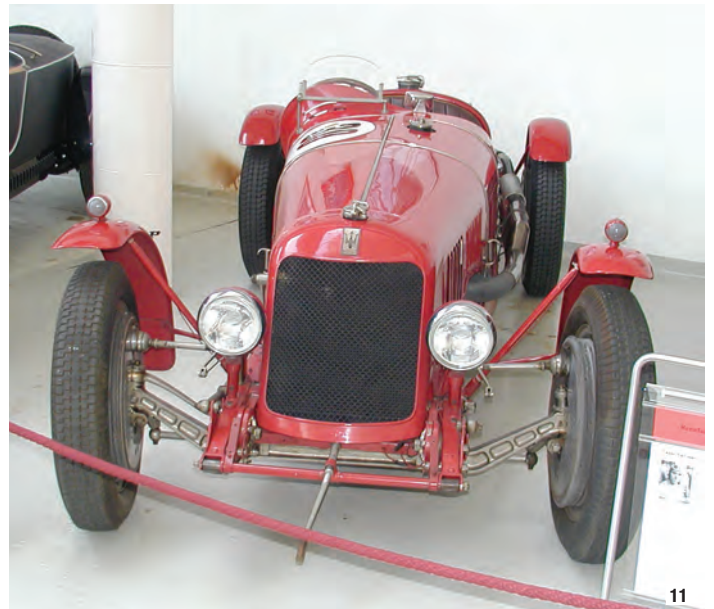
In 1932, Maserati launched the 8C 3000 model, which was to form the link between the last of the Tipo 26 cars and the forthcoming Grand Prix monoposto (single seater), known as the 8CM. They featured a full 3.0 litre version of the supercharged straight eight but in a two-seater body. For the new series, a new number sequence was started, the first car being #3001. This was closely followed by #3002, which is probably still most famous as

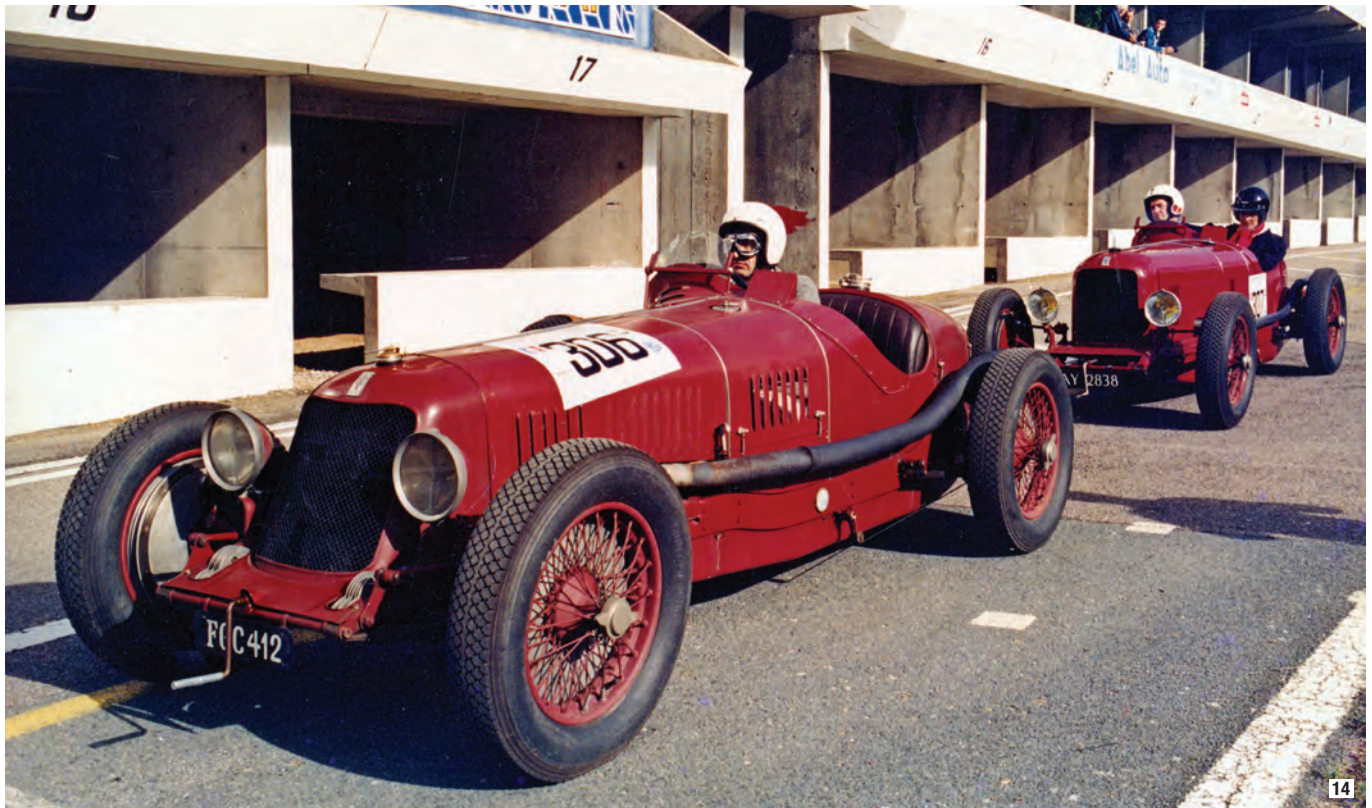
being the car that Sir Henry ‘Tim’ Birkin drove in the 1933 Tripoli Grand Prix, accidentally burning his arm on the exhaust and causing a wound from which he would later die. According to most sources there was no car #3003 but an engine was produced with that number and sold to Luigi Premoli, who fitted it into a Bugatti chassis, making a car called the PBM (Premoli-Bugatti-Maserati). #3005 is the next one in the factory list, which was the first of the 8CM cars and all numbers after that were 8CM as well. So, what of #3004? Even the Orsini/Zagari Maserati history doesn’t list that number.

In Trident 88 (2003), there is an article by Ken Painter based on a photograph of a Maserati at Brooklands pre-war that was

confirmed by an article in Motor Sport at the time as being #3004. The car is clearly registered with the UK number FGC 412 and was owned at the time by a Fl. Lt. Torin. How this car came to be when there are no records was for many years a mystery but with the arrival at Intertech Engineering of both #3001 and #3002 when purchased by Cameron, at least a part of the mystery was solved.

At this time, #3001 was in a dismantled state with parts missing but the engine that was with the car had the number #3004. Peter Shaw has spent a considerable amount of time researching the histories of these cars and believes that the Torin car was really #3001, but before the car was first registered in the UK sometime in the mid-1930s, the





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engine had been replaced. As we found in the previous Trident article on the Tipo 26 cars (issue 143), the pre-war licencing authority was less strict than today's and the car was registered on the strength of the engine number, probably for convenience. During the war, the car was dismantled and found its way into the collection of Roland Dutt. Both Dutt and #3001 make an appearance in the Tipo 26 story in fact. Once dismantled, it was clear to see that the chassis was actually #3001 and so the 'Torin' identity was lost.

Post-war, the car was sold to the USA, from where Cameron bought it. The idea was always that Cameron would keep #3002 and sell #3001, which he did to American collector Joel Finn. However, both cars remained at Intertech so that the restorations could be carried out. In 1976, before the restoration of #3001 was completed, Joel Finn sold the project unseen to fellow American Bob Sutherland.

When Bob subsequently came to see his car at Carlton Ashes, it was the first time he and Peter had met. Peter tells the story that during that first



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10. The first of the 8C 3000 cars, all of which were rebuilt by Peter Shaw and which survive to this day. This is #3001 at Goodwood Revival in 2021, now owned by the Rettenmaier family. Photo: Editor.

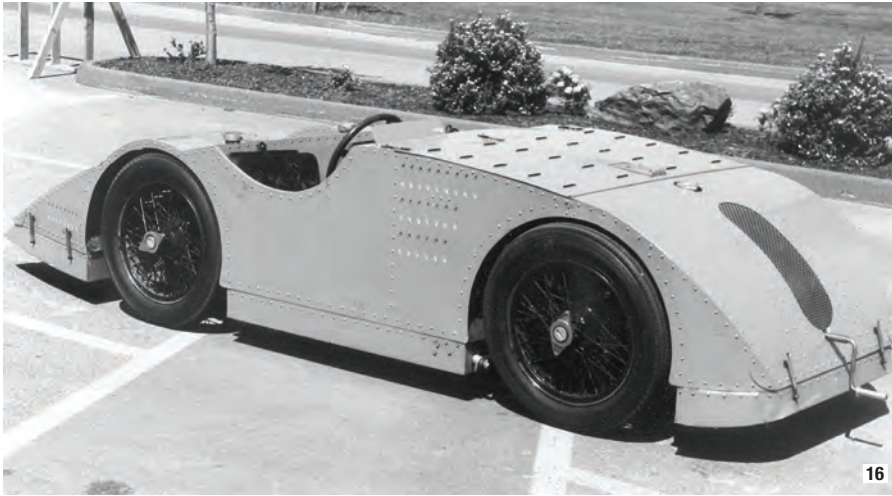
11. 8C 3000 #3002, which has a fantastic history, from Birkin to TASO Mathieson to Cameron Millar and seen here when on display in the Rosso Bianco museum in 2002. Now in the Louwman Museum. Photo: Editor.

12. 8C 3000 #3004 at Intertech during the build in the 1980s. Photo: Peter Shaw.

13. 8C 3000 #3004 at Intertech once completed. Peter Shaw built this car for himself and would keep it until 1999. Photo: Peter Shaw.

14. The pit lane at Rouen in 1989. The occasion was the Maserati International Rally, based in Deauville. Peter Shaw in 8C #3004 and behind, Tipo 26 No.13, built for David Harrison. Photo: Peter Shaw.

15. The new owner of #3004 was Willem Van Huystee, who participated in the Mille Miglia regularly with the car. This photo is from the 2003 event and was the front cover of Trident 88. Photo: Seymour Pond.



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16. The extraordinary Bugatti 'Tank', built by Peter Shaw for Bob Sutherland. Photo: Courtesy of The Bugatti Trust.



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17. Nick Mason in his 250F #2532 at Oulton Park in 1983 after winning his first race in the car. Peter is on the left. After practice, Peter had to dash back to his workshop for some clutch parts and fit them the next morning before the race. Photo: Chris Higginbotham.



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18. The Birdcage #2453 at Intertech once completed. It had arrived as part of a large collection of Birdcage parts. Photo: Peter Shaw.



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19. Birdcage #2453 has enjoyed a much more successful career in historics in the hands of the Minshaw family. Seen here at Goodwood Revival in 2006. Photo: Dave Smith.

meeting, having seen the work he was doing, Bob said that he wasn't charging enough and that he should double his labour rate. Somewhat taken aback, Peter nevertheless agreed to take his advice! Bob Sutherland had considerable wealth and therefore of course, could afford to say things like that, but even so, Peter was impressed by his honesty and also his enthusiasm. It was the beginning of a long association.

They agreed during the restoration of #3001 that the engine would be renewed and that Peter would acquire the engine #3004. The origins of this engine were still a mystery, with some historians of the time believing that it was originally fitted to the stillborn front wheel drive Maserati 'TA' project. For a while in the 1930s a few manufacturers attempted to make front wheel drive racing cars, but the Maserati version, which was crashed on a road test by Ernesto Maserati, was soon aborted. However, a coincidental event would prove to Peter that this was not the case. The dealer John Hewitt had found a rear axle, which he identified

as pre-war and probably Maserati and asked Peter if he wanted it. He remembers clearly that the axle was £25, which even then wasn't a lot of money. But the real significance of it was worth far more. Peter was astonished to find that this axle was stamped with the number '3004'. As a front wheel drive car would not require a 'driven' rear axle, it would suggest that there had been a third 8C 3000 car.

During the restoration of the other two cars, Peter made three bodies and over the next few years fabricated a new chassis that would form the basis of a new car #3004. When he had finished it, he wrote to the DVLA stating that he had #3004 and they awarded him the numberplate FGC 412. That wouldn't happen today he concedes.

### **Number 13**

The other major pre-war Maserati project in which Peter was involved, was the construction of a Tipo 26 for David Harrison. The first Maserati had chassis number 11 and therefore number 13 was only the third car built, during 1926.

The original car had disappeared as far back as the late 1920s, but incredibly, Harrison had found and managed to buy the original 1.5 litre straight eight engine and subsequently a Diatto back axle, which he found in Switzerland. Between them, they built a car around a new chassis made by Peter. This project took five years to complete in the 1980s and included trips to the Biscaretti museum in Turin to examine one of the surviving original cars.

They took this car and #3004 to the 1989 Maserati International Rally in France and drove both on the old circuit at Rouen. Number 13 was subsequently sold in 1997 but to another friend of Peters, the dealer Roland Duce.

### **Bob and the Tank**

During the 8C 3000 project, Peter and Bob Sutherland had got to know each other and became friends. Peter also then restored the ex-Stirling Moss 250F for Bob but in 1978 Bob came to him with another proposition. For years he had harboured a fascination for the Bugatti Tank. Officially the Type 32, this early experiment at streamlining, so named because the crude shape resembled a WW1 tank, had proved a failure for Bugatti during 1923. Having studied their history, Bob knew that there was only one genuine car left, which was in the Schlumpf museum. It would never be for sale, so if he wanted one, he would have to build one, but there were no drawings in existence and not enough detailed photographs from which to make a car.

The Schlumpf was originally a private collection and not open to the public. However, once it began to transition into the French National Motor Museum, Bob saw his opportunity and with Peter on board, set out in November 1978 for Mulhouse to examine their Tank in minute detail and thereby reappraise the viability of constructing a replica. Peter recalls that Bob had an amazing ability to make himself understood in any language without actually speaking that language and managed to persuade the museum staff to allow them access to the Tank.

With limited time, Peter brought his draughtsman experience to the fore, measuring and photographing every aspect of the car and making copious notes. He remembers it now as a very intense and highly stressful few hours, trying to make sure they had everything that they would need to make a replica, while knowing that they were only likely to get this one opportunity. Back at Carlton Ashes, Peter began to draw what he had measured, only to realise he says with an embarrassed laugh, that after all

that he had forgotten to measure the height of the car.

Notwithstanding this basic omission, the project could now move forward, and the Bugatti Centenary in Alsace in September 1981 was set as a target date for completion.

By early 1981 Peter had completed work on the axles and had started to assemble the rolling chassis. A suitable engine, built in the USA by specialist Bob Seiffert, was freighted to Intertech but time was running short. Seiffert and Peter worked late into the night for a week before the start of the rally, and the car was eventually started up and briefly driven for the first time on the last afternoon. The following day they set out to trailer the car to Molsheim for the rally. During the course of the event the car was greatly admired by Elizabeth Junek who, with her husband, had bought one of the Tanks from Bugatti in 1923 and had driven it in several Czechoslovakian hill climbs.

### **Nick Mason**

In 1978 Nick Mason bought the ERA R10B from Joel Finn in the USA and with it a selection of parts for the 250F #2532. These included one original chassis side member, an engine #2532, gearbox, radiator and fuel tank. Initially these parts were sent to Bob Houghton. When Peter realised, in a rare moment of self-promotion, he decided to call Nick Mason directly, suggesting that he would be the best person to build a car for him. After all, by now Peter Shaw had built and rebuilt more 250Fs than probably anyone else in the UK.

Nick agreed and the selection of parts made their way to Carlton Ashes. While there wasn't much original chassis left, a replica of a late 250F 'piccolo' chassis had been made to go with the car. However, this didn't fit with the body and other



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parts so in the end, Peter made a brand new chassis, around which he rebuilt #2532. The car was finished in 1982 and Nick Mason campaigned it regularly from then on. Peter supported him throughout, all bar one race at Brands Hatch. Due to a date clash, Peter was on a trip to the Laguna Seca races in the USA and so had made arrangements for Hall & Fowler to support Nick and his 250F at Brands Hatch. Unfortunately, during the race the car suffered some damage and so afterwards, Nick left the car with Hall & Fowler with the instruction to 'get this fixed before Peter sees it'.

### **Birdcages**

After the Mason 250F project, Peter restored both of Nick's Birdcage cars but he also worked on a few others. One was the Tipo 61 #2453, which had probably the shortest racing history when new, having suffered a monumental accident in only its fourth race at Daytona in Florida in November 1959 during which the car caught fire. Parts were salvaged including some of the rear section of chassis and the engine and were moved around between collectors in the USA over the next two decades before finally arriving at Intertech as part of a mass of Birdcage parts that Joel Finn had sold to the US collector

Bob Rubin. From these parts, Peter was able to build two cars. In his book on the Birdcages, Willem Oosthoek describes #2453 as a replica and certainly Peter had to make a new chassis. However, there were more original parts left than 'replica' implies, including the engine and the chassis plate. During the rebuild the car was sold a couple of times but since 1998 has been owned and campaigned by the Minshaw family and has had a much more successful second career.

The rest of the parts did not have such a happy ending. Some were from Tipo 61 #2456, which had been dismantled in the early 1960s in the USA following a garage fire and the chassis had later been scrapped. Bob Rubin, via Richard Crump, commissioned Peter to make a second chassis and set of body panels, which were intended to form a new #2456. Once completed, this chassis and body plus all the original leftover parts, were sold to Charles Brocket. They were subsequently involved in the insurance fraud that Brocket carried out, claiming that a number of high-value cars had been stolen from his collection, only to later admit that he had destroyed the chassis and bodies and hidden the mechanical parts. Peter was called as an expert witness at Luton Crown Court when

the case was heard. He was impressed by how much the loss adjuster had learnt about Birdcage Maseratis in such a short time but admits that he probably sent the jury to sleep when discussing the finer details.

### **See you at Silverstone**

By the late 1980s Peter had worked on most of the 250F cars in some way or another, but one of his last 250F projects was for Burkhard Von Schenk. It was the best-preserved 250F he had ever seen, having been in the collection of Serge Pozzoli in France since around 1960. Peter still marvels today at the ancient Pirelli tyres and the original body panels that were paper thin. Richard Crump brokered the deal to sell the car to Von Schenk and Peter got the job of restoring it. The car was finished in time for a race at Spa Francorchamps and Peter went as race support. On the first lap, Von Schenk crashed the car, damaging it front and back. As he left Spa, his casual parting shot to Peter was 'See you at Silverstone on Saturday'.

After years of race support, Peter was beginning to feel that he had had enough. When Nick Mason went on tour in 1994 and his car was mothballed at Intertech for a year, Peter made the decision to stop. On Nick's return he told him that he

actually wouldn't mind if he never saw Silverstone again. Nick said that he probably felt the same, though he did carry on racing the car for a few more years.

### From Millar to Miller

Although Intertech had never been exclusively Maserati, it was the relationship with Bob Sutherland that in some ways set Peter on a different path. Bob had such enthusiasm for cars and faith in Peter that he couldn't help but introduce different projects. There was a Bugatti Type 51 Atlantic (yes, Type 51) and two 625 Ferrari Grand Prix cars, but the largest of all was the Miller project. For the second time in Trident this year, we are talking Millers, as that was one of Dean Butler's favourite marques (see Trident 145). For American collectors, pre-war Miller racing cars are pretty much the Holy Grail and Harry Miller was certainly a visionary engineer, whose engine designs Ettore Bugatti was said to have copied. Not only engines, says Peter, showing me a patent application for a Miller alloy wheel from 1919 that looks remarkably like the ones Bugatti fitted on the Type 35 in 1924. He has clearly caught the Miller bug from Bob.

Sutherland had been acquiring Miller parts for some years and would fly anywhere in his Lear Jet to collect them, says Peter, only slightly exaggerating. He already owned an original car called a TNT, which had an extraordinary cast aluminium body dating from 1919, but he had enough parts to build others. Peter flew to the USA to help identify parts, which included the original Miller 91 engine for a car called the Majestic Special. The parts were shipped to the UK and Peter constructed a new chassis and body to rebuild the car. On completion, the car was shown at the Pebble Beach Concours in 1993, winning the prestigious Pebble Beach Cup. Peter points to the floor and



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20. The 250F #2521, which had spent thirty years in the collection of Serge Pozzoli. One of the most original Peter had ever seen. After restoration, it was owned and raced by Burkhard Von Schenk and is seen here at the Goodwood Revival in 2005. Photo: Dave Smith.

21. The Miller Majestic Special, restored by Peter Shaw from a collection of parts. The car is seen here at Pebble Beach in 1993, when it won the Pebble Beach Cup. Photo: Peter Shaw.

22. Peter in his workshop as one of the Miller front wheel drive cars takes shape. Photo: Peter Shaw.

what I had assumed was the wastepaper bin in his study and says, 'That's it, the Pebble Beach Cup'.

There was a further Miller project with Bob on one of the later front wheel drive cars and by now Peter's reputation had spread within the Miller community. One day in his workshop, he was called by an American man claiming he had the first front wheel drive Miller and that he wanted Peter to come and look at it. Peter was naturally reluctant as he didn't know this man, but eventually was persuaded to fly out for a couple of days to inspect the car, which was in pieces. It was worth it, as this too was later shipped to the UK and Peter rebuilt it.

### Last flings

During the 1990s Peter was engaged by one client to build four completely new 8C pre-war Alfa Romeos. Two were to be Monzas and the other two Touring Spiders. The engines were being made by Jim Stokes and the Touring style coachwork was done elsewhere but Peter did everything else. For the first time he felt he could enjoy some economies of scale, having multiples of parts made. It was a major project but unfortunately at the end, the client defaulted on the final payment and while financially he was able to weather the storm, it was a very stressful period.

At the same time, he was reeling from the news that Bob Sutherland

had died on November 13, 1999, after suffering an aneurysm ten days earlier. He was 57, only slightly older than Peter at that time.

Having also sold his own car, the 8C 3000 #3004, that year, he felt that it was possible to retire and so feeling his age, Peter made the decision to close Intertech as the millennium dawned.

In early retirement he stayed at Carlton Ashes, keeping his hand in from time to time building a few pre-war Alfa engines. He also built himself another car, this time a replica of a 6C 1750 Alfa Romeo but in 2004 the farm was sold. Another house project beckoned, which occupied him for a while and then as he puts it, in 2011 he ran off to France for a few years. He returned four years ago and has now settled back in Louth in his adopted county of Lincolnshire, selling the Alfa to fund the move back.

While he admits that from the start of the big Alfa project he more or less lost touch with the Maserati world, by that time he estimates having carried out significant work on around 50 Maseratis. It's an incredible back catalogue but I say that I had no idea. 'Well, I never wanted to be terribly famous' he says. People like Tony Merrick actually raced the cars as well and maybe it put them more in the public gaze.

One senses that for Peter it was more about the actual work. Although at various times he had employees, he

remained fully hands-on throughout his career and has combined engineering with fabrication and toolmaking and yet was never formally trained in any of it. How does he explain that talent? 'I think I've got a good eye' he says, with what I have realised is a mixture of modesty and quiet confidence.

Before he died Tony Merrick managed to complete a book about his career. Peter has started something similar, though is finding it difficult. 'I didn't keep much paperwork after the business closed' he says, 'and I never took many photos'. Not that he needs any paperwork as after a whole day together I realise that we have still only scratched the surface and his recall of cars and chassis numbers is overwhelming.

Our time is nearly up, but before I go, we have to look in the garage, which is crammed with equipment including a large lathe. He had mentioned that he recently bought an oily rag pre-war Morris, which looks fabulous, but there is clearly another car under a dust sheet as well. It is a vintage special, based on a piece of Austin chassis and it's a real bitza. But then I notice the engine. A beautiful looking twin-cam four cylinder that I don't recognise. I admit defeat. 'It's a Miller' he says. 'It was in the cache of spare parts gathered by Bob Sutherland. I was in the USA going through it all and I rang him to tell him. He said they didn't make a four cylinder and I said, well, I'm

looking at it!'

Peter's theory on the engine is that it is unusual but is actually half an eight cylinder. Other parts, from a Bugatti gearbox to a Peugeot radiator have been gathered by Peter who has then made everything else including a perfectly proportioned body. That all of these disparate parts fit together so well and look so period is another demonstration of Peter's skill, that 'eye' again. 'Well, I am a bit particular' he says, 'if you're into history, you might as well get it right'

It is just another glimpse into the world of Peter Shaw. He makes it look easy, which I think is the ultimate compliment for any expert. And although for those of us who make their living in the old car world, you have a different relationship with the cars and the work, which is at times stressful, it is reassuring to see that for people like Peter, the enthusiasm for cars has not been lost. I hope he finishes the book too, for he has a lot more to say.

But for today, that's it. He had warned me that he was going out that evening and it transpires that he plays harmonica in local bands. 'In France, everyone plays harmonica but in Louth you can always find work' he chuckles.

*23. The Alfa 6C 1750 which Peter built for himself in retirement.*

*Photo: Peter Shaw.*

*24. The current project, a Miller-engined Vintage Special.*

*Photo: Peter Shaw.*



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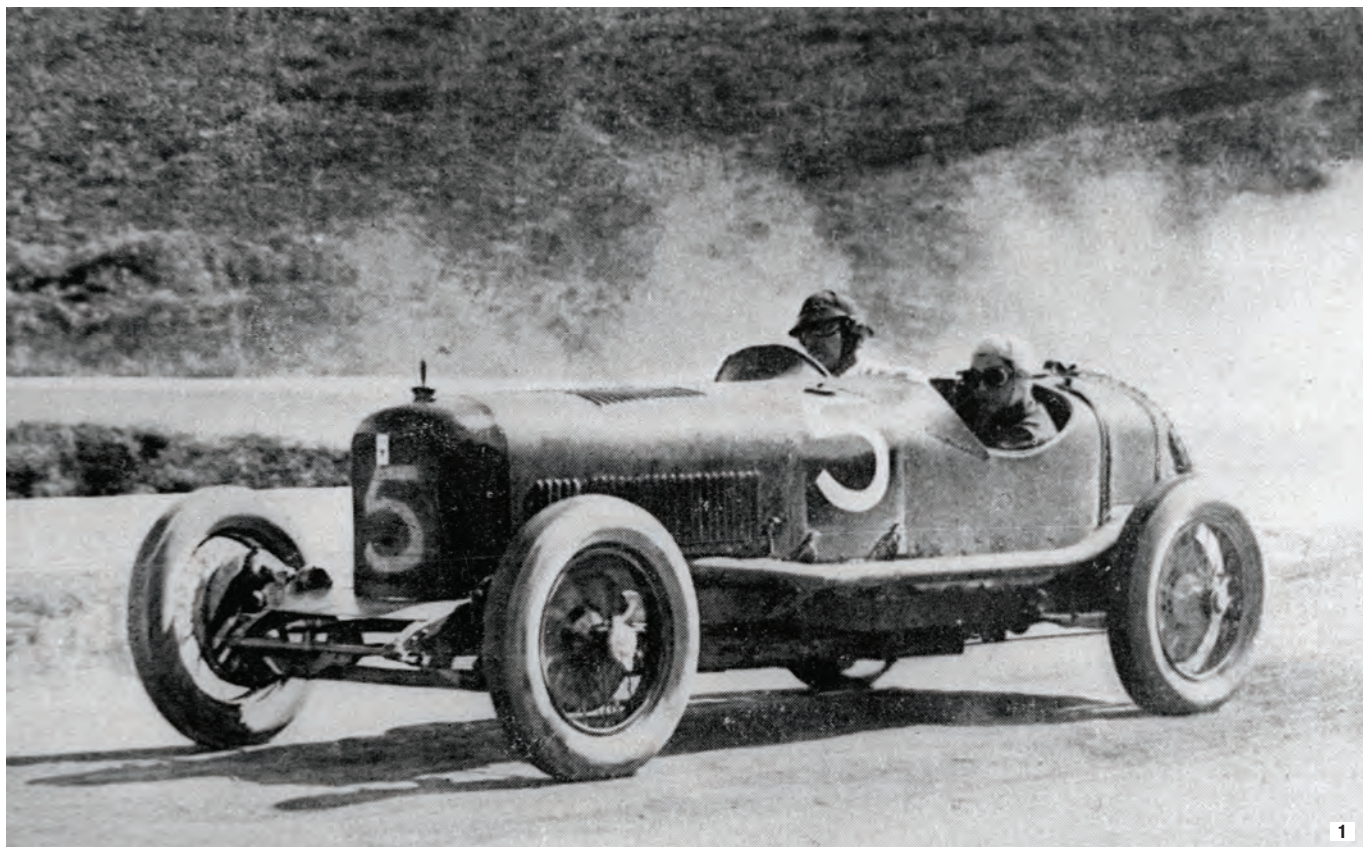
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# Guerino Bertocchi: A life dedicated to motoring

The motoring journalist **Mel Nichols** will be well known to those who read *CAR* magazine. His writings about visits to Modena, Maranello and Sant'Agata during the golden era of the late '70s and '80s made a big impression on a whole generation, including your editor. I am therefore delighted to introduce this fascinating article written recently by Mel for the online magazine, *The Intercooler* and which is reproduced here with their kind permission.



For decades, those who visited Maserati, and later De Tomaso, and wished to go out in a car with a test driver would wait in reception until a short, stocky man with hard eyes and a fierce demeanour strode towards them.

He'd be wearing old-style mechanics' overalls made of light blue cotton, usually with a white zip running straight up to a floppy collar. But sometimes they'd be the racier style where the zip slanted towards the right shoulder, allowing the top to flop insouciantly. The belt would be twisted fabric and the trousers' baggy bottoms tucked into socks protruding from thin black leather driving shoes, rarely polished.

If his head was bare you'd see the high, tanned forehead curving back to a shiny bald crown framed by slicked down black hair. When he wore a hat – as he often did – it'd be an English flat cap, clamped down hard.

His right hand carried a battered leather bag – perhaps once black – that contained his gloves, rags to wipe windows and a set of red-and-white-

on-black Prova plates starting with the letters 'MO'. Those precious tools of the Modenese test drivers' trade induced the Carabinieri to turn a blind eye while he and his rivals from Ferrari and Lamborghini drove hell-for-leather, often against each other.

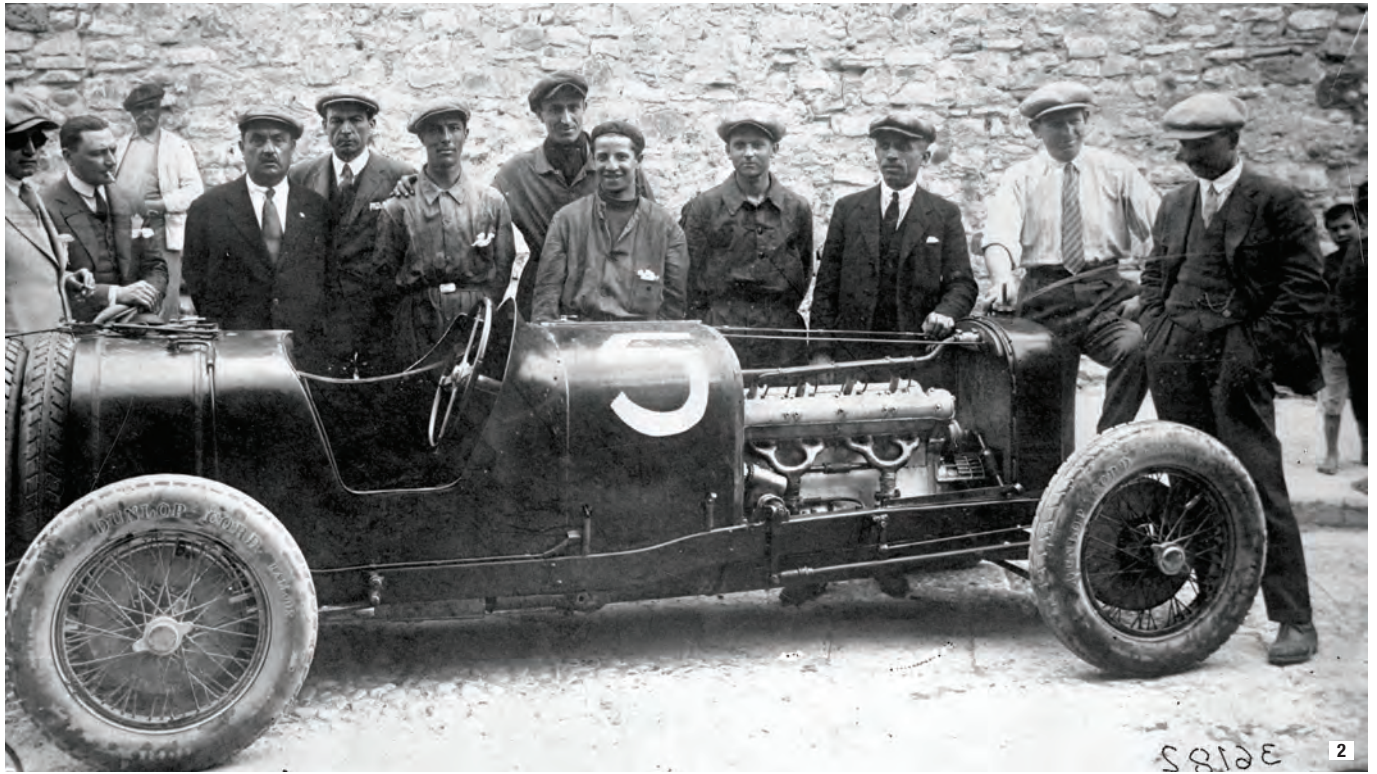
His eyes were deep set beneath his brow as if he was squinting. When he strode up, he'd peer at you intently,

1. One of the most famous of all early Maserati pictures. Alfieri Maserati in a Tipo 26 on the Targa Florio in 1926. His riding mechanic was a teenage Guerino Bertocchi. Photo: Spitzley/Zagari Archive.

2. The Targa Florio car with Bertocchi fourth from the right. Photo: Spitzley/Zagari Archive.

3. Monza, 1934. Tazio Nuvolari in his 8CM, being pushed to the start line by the Maserati team, including Bertocchi right of the car.

Photo: Spitzley/Zagari Archive.



nod peremptorily and say ‘Bertocchi’ and then turn and lead swiftly to a car he’d purloined. Sometimes it was a prototype that he’d been pounding, sometimes a car fresh from the production line, and occasionally a customer’s car in for service; Lord knows if the owners ever found out.

He’d strap on the Prova plates, slip swiftly behind the wheel and fire up, presuming that you’d had the sense to

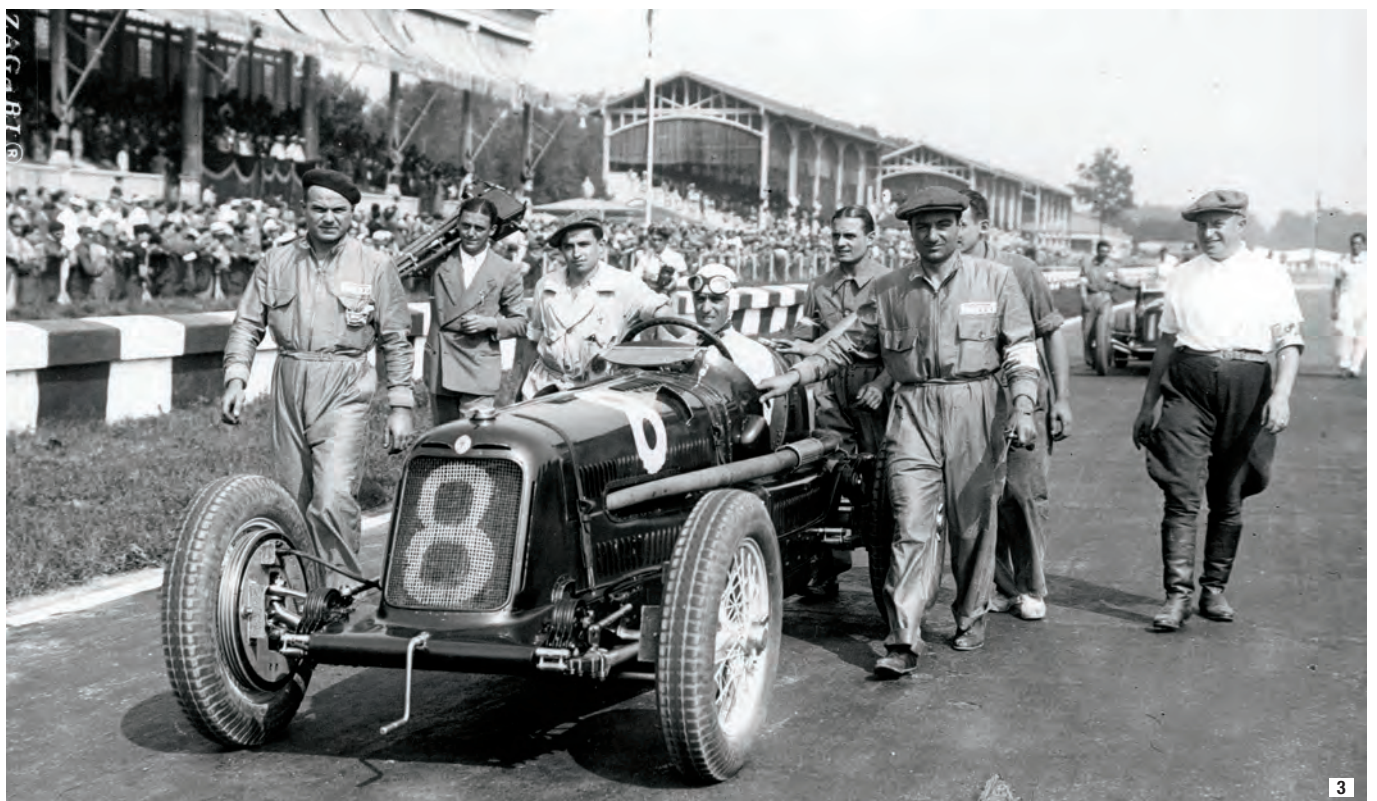
jump in without further ado. Seatbelt? He rarely bothered.

And then it’d start. He’d erupt from the factory gates and weave through the traffic heading out of Modena, shaving centimetre-close past cars, vans and trucks, horn blaring and ducking in and out of the tiniest gaps, often nearing 100mph until he reached one of the roads spearing across the Emilian Plain and really

got on with it.

There, he had a favourite trick to test passengers’ nerves. He’d tuck in behind a truck until he saw another truck approaching, then nip out to overtake, making you think you were about die in a high-speed head-on, before, as the distance closed to heart-stopping proximity, whipping back in.

If it said something about Guerino Bertocchi’s bravery and judgement it



also revealed his imprudence and arrogance. Around here, he believed, he was king of the road.

If you knew his background you understood why. In the 45 years he'd been at Maserati until he was fired (I'll come back to that) he'd been simultaneously chief test driver, head of the testing department and boss of the racing department during Maserati's golden age. In the 1950s he was motor racing's best-known mechanic, revered and relied upon by no less a champion than Juan Manuel Fangio.

That was because Guerino Bertocchi wasn't just an exceptional mechanic. He had that rarest of gifts: he could drive like a god – he was faster than Fangio, Moss and Behra around the Modena Autodromo, where he held the lap record for four years – and he could pinpoint what was right and wrong about a car, and then make it shine. If Guerino hadn't signed a Maserati off, Fangio didn't want to drive it. The mechanic who'd become a world champion driver appreciated similar mastery in another.

Guerino knew cars, racing and drivers intimately. At 18, soon after he'd left his apprenticeship at Isotta-Fraschini to help the Maserati brothers develop their supercharged 1.5 litre straight-eight engine, he was riding mechanic in Alfieri Maserati's Tipo 26 in the 1926 Targa Florio. They won the 1500cc class and were eighth overall.

Guerino kept on racing: 13 Mille Miglias co-driving with the likes of Piero Taruffi, Luigi Villorosi, Alberto Ascari, Luigi Musso and Jean Behra, often taking the wheel; the Targa again in 1948; and Le Mans in 1963.

Back at the plant in Modena, his power and esteem grew as he helped develop Maserati's engines, transmission and suspension then furiously tested, tweaked and fettled the cars until he thought they were good enough to race.

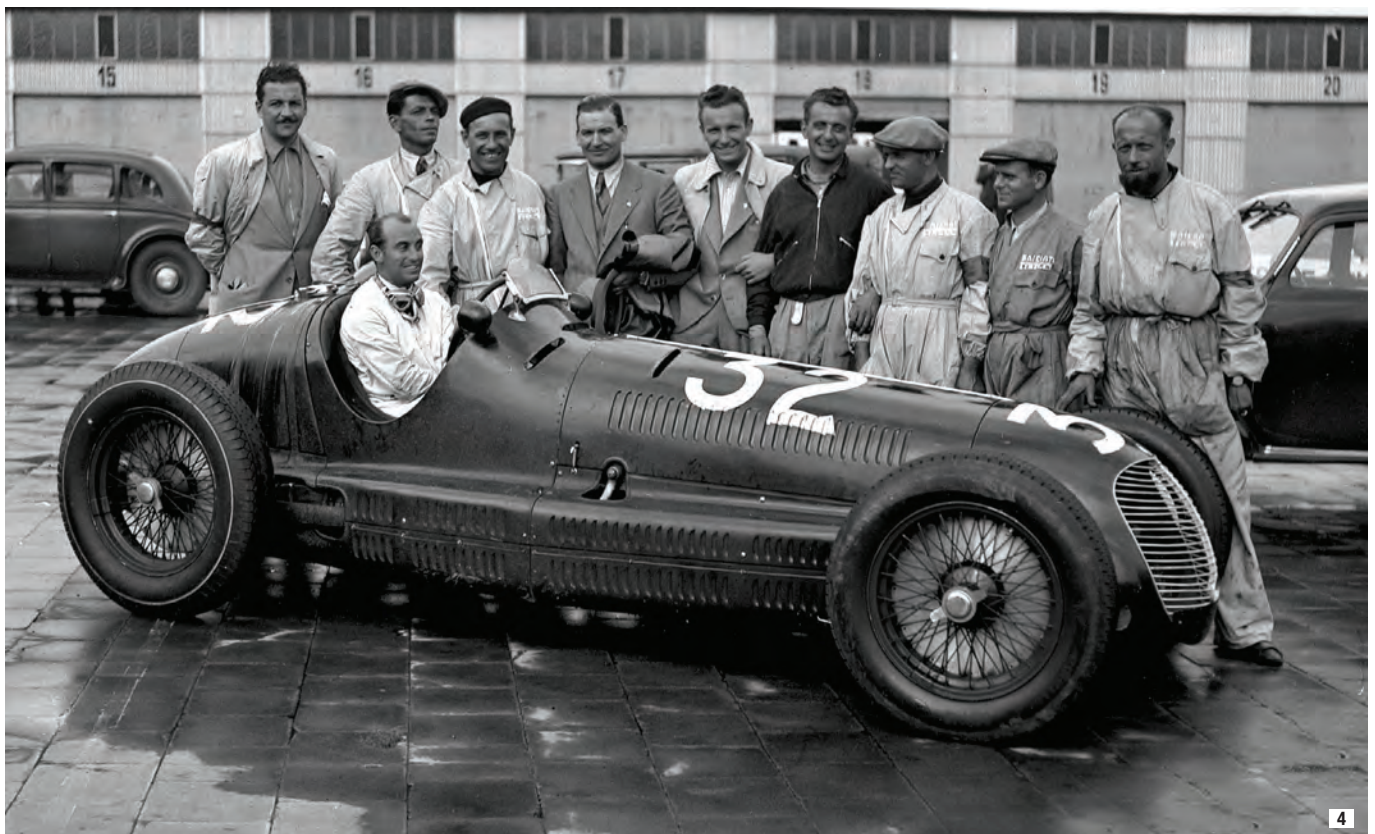
Valerio Colotti, who designed much of the immortal 250F, acknowledged Bertocchi's role as one of its creators. And after 110 days of frantic work – its engine and gearbox were signed off at 11am on Christmas Day 1953 – it was Bertocchi who first drove the

finished new F1 car in the cold and drizzle at the Modena Autodromo on Boxing Day.

He pronounced it a winner and he was right: three weeks later in Buenos Aires it took Fangio to the first of the victories that gave him the 1954 world championship. From there on, Bertocchi insisted on personally testing and tuning every one of the 26 250Fs. That quest for the optimum deepened his bond with an appreciative Fangio in 1957, when El Maestro returned to Maserati and, in the now ageing but perfected 250F, won not just his fifth championship but delivered what is often regarded as the greatest drive in F1 history when he clawed back 48 seconds in nine laps at the Nürburgring to take the German Grand Prix – his last win.

Maserati's road cars, too, were Bertocchi's domain. Apart from running the engine tests, he worked tightly with the design engineers to find optimum suspension settings, most notably on the laudable 3500 GT.

But for all his value to Maserati, its drivers, customers and his colleagues,



working with Bertocchi was often fraught. He was abrasive, devious, strict with his staff, and sometimes explosive. His underlings in the racing department dubbed him The Prince.

The trouble was, Guerino and his brother Gino – who ran the engine assembly department and had also been at Maserati since the early days – saw themselves as the heart of Maserati, connected back to its roots. They regarded the workshops as theirs to rule and bullied subordinates into their clique, upsetting the harmony of the Maserati fraternity. The Bertocchi clan grew in 1955 when Guerino's son, Ingegnere Aurelio Bertocchi, joined the company. But he was clever and adept enough not to be drawn in. He was as affable as his father was tetchy and got on with everyone.

Guerino often set himself against, first, chief engineer Vittorio Bellentani and then Maserati's subsequent brilliant technical director Giulio Alfieri who he thought threatened his power. He blamed others for his (few) mistakes, which

caused bitter resentment.

His self-importance was amply illustrated when he delivered a new Maserati to Peter Ustinov in Switzerland. Looking the actor and polymath up and down, he said: 'I don't know who you are Signor Ustinov, but you must be important to have me, Bertocchi, delivering your car.' Then again, if you were as fast as Fangio you probably would have a high opinion of yourself.

Maserati's abrupt decision in 1957 to stop racing – it was bleeding money – hit Guerino hard. Frustrated and disillusioned, he grew stropier.

And it all came to a head after Citroen progressively took control of Maserati from 1968 until its outright ownership in 1971.

First, Aurelio Bertocchi left after disagreeing with the new Citroen managers about his role and went to run De Tomaso. Then Guerino railed

against Giulio Alfieri's vision for the Bora. He insisted a mid-engined road car was wrong and just a nod to fashion. Maseratis, he reckoned, should be front-engined grand tourers, the format he was comfortable with. He hadn't forgotten his battle to set up the mid-engined Tipo 63 Birdcage Muletto in 1960.

He did push on reluctantly with the Bora's development but bitched and moaned and insisted the Ghibli was better (it wasn't). Fed up, Alfieri barred him from the programme and Anacleto Grandi took over the Bora's testing.

The dam broke at the 1971 Paris motor show. Guerino was on hand, as usual, to demonstrate Maserati's new models to potential customers. Marc Sonnery, who spent years researching his book *Maserati – The Citroën Years 1968-1975*, says this is what happened: a Citroen employee posing

4. *At the Nurburgring in 1939 with the 8CTF. Paul Pietsch sits in the car, Bertocchi (third from right) stands with the rest of the team including Bindo Maserati and Luigi Villoresi. Photo: Spitzley/Zagari Archive.*

5. *Bertocchi testing an A6GCM in 1952 at the Modena Autodrome. Photo: Spitzley/Zagari Archive.*





as a customer and carrying a hidden tape recorder went out with Bertocchi in a Bora. Guerino slagged off the Bora and urged his passenger to buy a De Tomaso Pantera. Bertocchi was fired that day.

In fact, Citroen's execs had been biding their time. Sonnery says their due diligence had revealed that vast amounts of parts had been walking. Commercial director Dominique Drieux asked administrator Guy Malleret: 'How many wheels on a Maserati?' Malleret answered: 'Five, of course.' Drieux replied: 'No, more like six or eight.'

They suspected Bertocchi. They were aghast about other practices too. Bertocchi, says Sonnery, was arbitrary about sorting problems his testers found in cars coming off the production lines. If the car was destined for a dealership where he had friends, he'd order it sorted out. If it

was for another dealer or importer, particularly in the US, he would say *va bene così* – it's fine; leave it. Thus faulty cars went off to customers.

The sacked Guerino followed his son Aurelio to De Tomaso and carried on there as chief test driver. But his loss wasn't entirely unlamented at Maserati. Ermanno Cozza, an engineer who spent 60 years with Maserati from 1951 – and is as gentlemanly as Bertocchi was boorish – says in his book *Maserati at heart*:

'We had lost the Maserati figurehead, the oldest employee, the chief test driver whose innate sensitivity and skill in driving at high speeds was universally recognised and with whom, because of his character, I had sometimes quarrelled but then always made up; in fact, we shared a mutual esteem and our passion for Maserati.'

Old Guerino, as he'd become

known at De Tomaso, was 66 when I first drove with him in 1973. We went out in a Pantera and a Deauville, the Tom Tjaarda-designed Ford V8-powered four-door that looked rather like a Jaguar XJ6.

It was as I'd heard: Guerino ran hard from the factory gate and picked gaps in traffic as far ahead as possible then blasted on and into them, hanging out enough to snatch a sight line to the next opportunity, and



6. In the cockpit of the A6GCM. Bertocchi's prowess as a driver was widely respected. Photo: Spitzley/Zagari Archive.

7. Portrait of Bertocchi in 1972. Photo: Spitzley/Zagari Archive.

8. Bertocchi on Motor Show duty with the new Bora, and quite possibly listening to the conversation of Guy Malleret and Citroen's Pierre Bercot. Photo: Marc Sonnery Archive.

9. In his final role at De Tomaso, testing the Pantera. Photo: Mel Nichols.



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flooring the throttle again the instant the way cleared.

He was smooth, measured and relentless, peering intently to read the road ahead, changing, braking and steering flawlessly, picking his lines impeccably. If you stayed calm and he thought you were *va bene*, in his harsh voice he'd regale you in a rapid-fire mix of Italian, French, English and German with tales of outrageous journeys.

I knew at least two to be true. When the *Autostrada del Sole* opened in 1959 Bertocchi used it as if it were his private test track and was proud of the average of 162mph he set for the 24-mile Modena-Bologna section, a record for years. And Ermanno Cozza was with him in 1969 when they timed a Ghibli SS at 176mph on the Bologna-Padua autostrada.

The last time I drove with him, on a freezing February day in 1979, there

was ice everywhere and I fretted about how to keep him off the backroads. We were in a nearly new De Tomaso Pantera GTS owned by a Yugoslav diplomat stationed in Berlin who'd sent it down to Modena for servicing.

'L'autostrada, per favore, Signor Bertocchi' I muttered as we left the plant. Out of the toll barrier at the start of the A22 towards Verona Guerino ran the 5.8-litre V8 flat to



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just beyond 150mph before he had to back off for some trucks. When they cleared, he stormed on but moments later needed to brake hard again and allow for patches of slush.

And so our drive went on amid the trucks, slush and ice, and he demonstrated that at 71 years old he still retained impeccable car control as well as his lust for speed and desire to show what his company's car could do. When we got back he proudly flashed his current Formula 1 driver's license. Goodness knows how he continued to get it every year.

But oh how tragically his life ended. On 13 April 1981 a Dutch customer asked for a demo in a Deauville. The only one available was a right-hand drive UK market car. Bertocchi, by now a Cavaliere, drove first then handed over to the Dutchman, who hadn't driven a RHD car before. He pulled out too abruptly to overtake a truck and collided head on with another coming the other way. Guerino, 73, sitting on the left, died instantly. The Dutchman survived.

Four years later, in a shocking twist

of fate, his son also died as a passenger in someone else's accident. Aurelio, the remarkable human dynamo who'd started as an engineer then gained commercial nous and ended up simultaneously running not just De Tomaso but Innocenti while being chief engineer at Maserati after Alejandro de Tomaso bought it out of receivership, along with the bike companies Moto Guzzi and Benelli.

His optimism, ability and equanimity kept those companies going and their workforces intact through harsh times. Guerino, of course, had been thrilled to see Bertocchino back and in power at Maserati.

I asked Autocar's Editor in Chief Steve Copley, who took over from me at Car, what he thought of Aurelio. 'I remember,' Steve said, 'a little bloke with a ready smile who drove like the wind. He did have a lot of energy. I seem to remember him regarding Saturdays and Sundays as

just like weekdays. 'And he had that effortless authority around the company that encouraged people to do whatever he said without needing to be asked twice. He was humble about the machinery, not boastful. And tolerant of your efforts if you drove with him. Ready smile, good sense of humour. It's amazing that father and son died the same way.'

On the 6 February 1985 Aurelio was being driven by a colleague in an Innocenti Mini De Tomaso north to a meeting at Innocenti. In dense fog near Milan, they ploughed into a stationary truck. Lelo, as his friends had called him, was 55. Another of Modena's great characters was lost.

Guerino had played a vital role in the creation of Maserati, Aurelio in its salvation and progression. On the card for the service commemorating his father's life, Aurelio had written *Una vita dedicata all'automobilismo* – a life dedicated to motoring. His was, too.

*10. One of the few photos of Bertocchis father and son, Aurelio and Guerino, at the Canalgrande Hotel, Modena circa 1980. Photo: Marc Sonnery Archive.*



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# H.R. Owen driving day

*H.R. Owen Maserati London recently provided some Maserati Club UK members with the amazing opportunity to attend their London Performance Drive Day and to sample two of Maserati's top of the range Trofeo models (the Ghibli and Levante) as well as the MC20 supercar. By Simon Davies.*



As an added incentive H.R. Owen also offered a free check-up to those who arrived in their Maseratis, which gave us 'petrol heads' an opportunity to see not only the underside of our cars but also the inside of an extremely impressive workshop facility run by equally professional staff.

An additional unexpected, but very welcome, bonus, was to get up close to the new Grecale model as there was also a LHD version of this highly anticipated addition to the Maserati range on static display. The Grecale is not only externally beautiful, with the gorgeous curves synonymous with the Maserati brand, but also has a new and very pleasing interior demonstrating some typically idiosyncratic design features: I particularly loved the button mechanism for opening the doors.

The Maserati Trofeo models have an engine derived from the Ferrari

F154 cylinder block, but the crossplane crankshaft, special camshafts and high-tumble cylinder heads, wet sump lubrication system and parallel twin-turbocharged, twin-intercooled induction system are all Maserati's own. It is an awesome powerplant, capable of producing top speeds in excess of 200 mph, but the shortcomings of driving supercars

around the cramped environs of a northwest London industrial estate meant that drivers had mostly to content themselves with the Trofeo model's visual aggression, combined with the elegance that only this most sophisticated of Italian brands can deliver.

The MC20 represents an important element in the future of Maserati





under the Stellantis group and I was hugely impressed by this car's practicality; perhaps an unfair word to describe a supercar with full carbon construction and the wonderful Nettuno twin-turbo V6 powerplant. I thought it to be a wonderful driving machine,

thoroughly enjoying the smooth delivery of power to the road, great visibility, impressively slippery aerodynamics, and a surprisingly comfortable ride courtesy of the double wishbone suspension. Given the quality of the roads in the Park Royal area, the suspension set up and

full adaptive damping were most welcome, whilst the light weight of the unit combined with the eight-speed twin-clutch gearbox provided some impressively enjoyable spurts of speed whenever possible.

It was a super opportunity to drive the very best of today's Maseratis, while at the same time getting a taste of what the future offers. We had a great time, with my wife joining me and driving every model, whilst we also appreciated the hard work the team at H.R. Owen put into providing a great demonstration and inviting the Maserati Club UK to participate.

1. The line-up of delectable wares outside H.R. Owen's London service centre.
2. The hot ticket of the day was definitely the MC20!
3. Not surprising therefore to find arch Maseratista Roger Epsztajn taking one for a spin. Not enough room to hang your jacket though.
4. Also on display, was one of the first examples of the new Grecale in the UK.
5. LHD interior of the Grecale.

All photos by Simon Davies apart from 3, by Roger Epsztajn.



# Club Events

## The Maserati International Rally 2022 - Sweden

*Delayed for two years because of Covid, the International Rally in Sweden finally took place in July. John and Susan Bennett were part of the small band of Brits that made the trip. Sounds like it was a bit of an adventure, as **John Bennett** now relates.*



### Days one and two

For once we were lucky travelling from Scotland as we had a short journey to Newcastle for the overnight ferry to Ijmuiden, just south of Amsterdam. That said, it was still a fair schlep up through the Netherlands and Germany to our overnight stop just short of the Danish border. And the schlep was not helped by the daytime 100kph speed limit in The Netherlands nor by the millions of trucks we encountered on the Autobahn. Having no speed limit is no fun when the road is so busy! Of course, we had a Brexit penalty as well as it took over an hour to get through immigration at Amsterdam. In contrast, our country retreat in Schleswig-Holstein was peaceful and relaxing. We ate outdoors looking across a lake with a blackbird to serenade us.

### Day three

Thursday looked to be more enjoyable. We had opted to take the small ferry to Funen, cross the bridge to Zealand then onwards to Elsinore (think Hamlet) to catch the ferry to Helsingborg.

Our first ferry from Fynshav to Boden took 40 minutes, giving time for coffee and a seat on the deck. No seagulls swooping above the stern but an astonishing number of house martins who nested on the ship. Each nest had a little board fixed underneath to stop the birds pooing on the passengers. Turnaround time was 10 minutes and as the last car came off so the first car was waved aboard!

Then a gentle cruise over country roads to meet the Danish motorveg (motorway) that took us on the bridge over the Great Belt towards Copenhagen where we turned north to

Hamlet's city of Elsinore. A huge ferry awaited for the short 20 minute crossing to Helsingborg. Why so big? There's a vast shop and café on board because the locals also use this as a cruise ship to go duty free shopping and drinking. Quite something. Once again, we were amazed at the speed of loading and disembarkation.

Once off the boat in Sweden it was a 50 minute run mostly on the motorväg (yes, a subtle difference in spelling) to within a few kilometers of Båstad, our base for the International. It's always exciting to arrive and see old cars and new faces. In all, nine members of the UK Club were booked and duly arrived.

It was Midsummer's day in Sweden (or perhaps the organisers made that up). In any case we had a Midsummer's party with drinks and food galore. Dancing round the



maypole and various drinking songs. I was able to join in Helan Går after a mis-spent middle age when I hung out frequently with some Swedish friends!

**Day four for us (day two of the rally)**

Today was track day and I'm not a fan, especially as it was a 270 km round trip to the circuit. Having just spent two days in the car and not wanting to risk breaking something, we opted out before we left home. I had booked a restaurant at the harbour at Torekov, a beach resort about 25 minutes from the hotel. We enjoyed a lovely relaxing day exploring and chanced upon John Connor and his son Nick who joined us for an excellent lunch on the terrace of a restaurant overlooking the harbour.

1. Hotel parking in Sweden.
2. The line up of six cylinder cars. Note the interesting two-tone Polish registered Mistral.
3. Ghibli and other Biturbo cars, this is John Connor's Cup.

Herring, as I was becoming aware, is the big thing in Sweden and so if you don't like this kind of food I'd go to Greece.

Here follows a report on the track day from my special track day correspondent Matthew Elliot:

Joanna and I are track day novices but decided we'd take our 2005 Spyder to the Anderstorp F1 track. Two days before leaving for Sweden we discovered we needed helmets. The Spyder has a boot designed for a single golf club. We needed enough luggage space for a two week holiday so we seriously considered wearing the helmets all the way to Båstad!

Fortunately, after jettisoning some non-essentials (clothes) we managed to fit them in.

From Båstad it took an hour and a half to get to the track but an easy drive. The circuit is quite remote and set in a forest. It hosted six F1 races in the 1970's and saw the famous six wheel Tyrrell car and the Brabham 'fan car'.

Following the driver briefing, around 35 Maseratis drove the circuit slowly together led by our instructor (we followed even though he drove a Porsche). Then after lunch we were ready in the pit lane, divided into two groups, beginners and experienced.





- 4. On track at Anderstorp with an MC20 at the front.
- 5. Rally route through typical Swedish countryside.
- 6. Spyderys at rest during lunch. Swedish Ghibli and Belgian Mistral.
- 7. Most of the Brits before dinner.

Credit: All photos Swedish Maserati Club apart from 3 and 6 by John Connor.

There were more beginners but there was plenty of space for all. Each group had four sessions of 15 minutes with 15 minute gaps between them whilst the other group was on the track. Some wondered whether we could have more time but it was more than enough as it's really full on - the giveaway being that only three cars made it to the last session...

The instructor was available to go out with us so I booked him for the first session. My head knew what to expect but had neglected to tell my nerves (and stomach). He demanded more of everything - more speed, more braking, more turning. It was brilliant fun!

I drove the second session with

Joanna. She drove the third and I did the last (being one of only three cars remaining, no one saw me missing the apexes!). We both loved it, shouting about braking zones, cone spotting whilst all the while slightly unsure if we were going to make it around the next corner. The buzz of catching up and occasionally (and carefully) overtaking was tremendous.

Perhaps the greatest joy was seeing and experiencing how well our little Spyder (named 'Ilaria') performed. She felt incredibly sure footed, did exactly what we hoped and expected, no scary surprises, incredible acceleration, magnificent brakes. We felt completely safe and came away with a huge admiration for the

capability of our little GT (don't listen to the doubters, the paddle gears in sport mode were sensational).

Back in the hotel we all prepared for dinner, a 15 minute ride away by coach to the Norrvikens Trädgårdar. We were told it was voted the best restaurant in Skåne a few years ago. And no scrambling for places with the other Brits tonight as we had to sit according to a seating plan. We had a great table of Norwegians, Dutch and Swedish with lots of chat including the usual questions about Brexit. I enjoy the question as it allows me to let off steam. And if wine is expensive in Sweden then it was certainly not showing so far on the weekend, despite efforts to damage the Swedish Club's budget. We had a cracking evening and poured ourselves back onto the buses.

### Day five

This was rally day, with a 210km route around the local countryside. Was it the wine last night, the route book or our stupidity but we got lost a few kms from the hotel arriving back at the same spot with 23 kms on the clock! To be fair there was a Y junction and no direction given but Hey-Ho, we managed better thereafter. There was a bit of everything that morning including narrow country roads with short bursts of motorväg. And a regularity test on a long section of a quiet main





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road. We quickly set the sat-nav and set off at exactly the required pace (after accelerating and allowing for the time spent accelerating). We were very hopeful of winning...

Lunch was a rustic affair held in an ancient barn; lots of herring is definitely good for you! Then back to the hotel for the concours. For some reason, my concours winning (not yet anyway) Indy 4.9 was parked slightly apart from the other '70s V8s. I think the judges forgot to look in our direction. Grrr!

That evening, a black tie dinner was held in the hotel with more wine and great food, though herring were missing this time. I guess the cook was a foreigner. Another seating plan night and another excellent evening with new foreign friends. The prizegiving came and went and we did not win the concours or the regularity. But then to Susan's delight, a band appeared and there was much dancing though it has to be said that the all-male UK teams didn't take advantage of so many blonde Scandinavian ladies for dancing practice! A great last night to celebrate an excellent weekend.

**Day six**

As breakfast wound up there was the usual flurry of thanks and presentations by each country and then the final packing, lengthy farewells and off we went.

We followed the same route home with a late lunch on the little ferry from Boden. Then an overnight stop at a beach hotel just inside the German border. Drinks on the terrace and a lovely dinner with another bottle of wine!

**Days seven and eight**

The Autobahn was a breeze this time. We had an easy run into The Netherlands and then onto the DFDS ferry at Ijmuiden. Unfortunately, it

took a while to disembark in the morning but we still made it home for lunch.

A great expedition in the Indy which again proved its worth as a kilometre gobbler, thundering across Europe. It's quiet, comfortable, swallows our luggage and handles well for such a car. Gets lots of waves and thumbs up from other drivers and bystanders too. We can't wait for the next big expedition, which probably will be to Barcelona.

**Swedish International - UK Club Participants**

John and Susan Bennett	Indy 4.9
Jim and Jane Casey	Quattroporte V
John and Nick Connor	Ghibli Cup
Stephen and Elaine Crozier	Ghibli III
Matthew and Joanne Elliott	4200 Spyder
Simon and Barbara Frodsham	Ghibli III
Erwin and Daniela Gegenbauer	Bora
Julia Hitchon and Angelo Incovaia	GranCabrio Sport
Michael and Sarah O'Shea	GranSport Spyder



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# Salon Privé Club Day

*Blenheim Palace - Saturday 3rd September, 2022. By Michael Roberts.*

The early morning mist swirling ethereally around the Doral Gate drive of Blenheim Palace gradually gave way to intermittent sunshine. It was therefore a lot cooler than it had been, which was a relief. Almost silently, in sombre procession, in ever increasing numbers, a myriad of highly polished motor cars passed over the Grand Bridge towards the magnificent silhouette of Vanbrugh's masterpiece before being marshalled to the grassy bank overlooking the lake. Except for the upstart Ferraris who had centre stage, although they were only celebrating their 75th anniversary.

Posting the Maserati flags on the uneven terrain designated as 'our' area meant that the line-up of cars could not be arranged as elegantly as they should have been. The plan was to present the cars in order of oldest on the northwest corner in two parallel ranks. The centrepiece of the lake facing row being Brian Goldman's wonderful MC20. He

asked to be flanked by a Bora and a Merak as these are the cars that inspired him. While the Merak of Nigel Mason arrived in fine fettle, sadly a call from George Lambton told a more traditional tale. He had risen at 5 am to sort out 'a small technical problem' plaguing his Bora. It turned out, most surprisingly, to take a little longer to be resolved so he did not appear at all. A great pity.

Spare a thought too for Cliff Clifton who spent much of the day waylaid by a Ferrari aficionado who wanted to write a comparison piece between his 3500GT which, as always, was widely appreciated, and the Ferrari 250GTE.

Further delight for the public came from what is almost certainly a world first - a pair of Karifs looking as perky as their owners, Simon Park and Yanni Argyrou. A rare sight indeed. The row shimmered with three splendid Indys – Michael and Marie-Elisabeth Deroche-Miles and Peter Byrne's Mindy the Indy,

instantly recognised by many an Instagrammer. Three very highly polished and much loved 4200s completed this line-up.

The row of post 2005 cars shone with GTs and GCs including 4 MCs with a couple of modern Ghiblis and Simon Davies' very special Quattroporte Trofeo. This is one of only two RHD models registered in 2021/22 and which he claimed to be the fastest car in our display.

Apparently the MC20 tops out at 202 mph but the QPT can do 203 mph!

The Salon Privé arrangements for judging resulted in some confusion over what was nominated as only two of the four Maseratis recommended for the victory parade were selected. It was noted by many, including the organisers that, disappointingly, Maserati had no official representation.

Brian Goldman won the Sponsor's Trophy for his most admired modern supercar. He spent most of the day patiently opening and closing the





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doors, the boot and the bonnet for the stream of interested onlookers.

Whilst the highlight of our event was the award of the Club Trophy to Peter Holmes for his truly sensational 1970 Ghibli SS, in colours once seen never forgotten, the highlight of the event for the organisers was the cavalcade of rare and special Ferraris to celebrate their 75th anniversary. Starring was the 1947 Ferrari 125S, the first model to be produced by the Maranello factory to sport the Cavallino Rampante. Several rare and

expensive 250s, 275s, 330 and 365s completed a remarkable assemblage. Among other cars collected for the weekend in the Supercars of the '90s and '00s category was a road going version of a 2005 MC12.

A turnout of 23 cars showed excellent support for the event which

unfortunately clashes with the Concours of Elegance at Hampton Court. The organisers would do well to resolve this conflict as both events are adversely affected. Blenheim might even have been able to snare the Chairman's newly restored Mistral.

1. Brian Goldman's MC20 at Salon Privé winning the Sponsors Choice award for best modern supercar.

2. Peter and Jane Holmes in their Ghibli SS won the Club Trophy.

3. The MC20 against the majestic backdrop of Blenheim Palace.

All photos Salon Privé



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# The Autumn Rally, North Berwick, Scotland

*This year's Club Autumn Rally was held in Scotland over the first weekend in October.*

**Helen Epsztajn** reports.



This is a Maserati event, so let's fast forward to the finish line! It's Sunday evening at the Archerfield Pavilion, an events venue near the Marine Hotel which has been our base for this North Berwick Rally, so deftly orchestrated by John and Susan Bennett. Our final lavish dinner has been served with aplomb, and now, it's prize-giving time! John announces that there will be three winners.

The first award will go to the team who have travelled the longest distance to join the rally. And so, the Corley Motors Trophy, coveted by many a British mantel piece, goes to driver Nicolas Jagou and his navigator Séverine Legrand who have driven all the way from Paris in their 4200 Spyder - a total round-trip of 2387 km. At first, John, suffering Brexit nerves, is not sure that he can allow

the deserving winners to export their trophy to France, but he later relents. Nico and Séverine who only joined the UK Maserati Club last year, clearly belong!

The other two awards celebrate cars. John tells us that the hotel kitchen staff voted for the winners after surveying the fine array of parked Maseratis in the hotel car parks. (This might explain why cooked breakfasts took so long each morning...) The Indy Trophy for the 'Best Classic on this Rally' is awarded to Matt Briffa for his bright yellow Bora.

Then, a delighted John Francis receives the Scottish Rally Trophy on behalf of his GranTurismo, nominated 'Best Modern' - quite an accolade considering the strong presence of eye-catching GranTurismos on this

event. The winning teams also get to take home a vaguely familiar tartan blanket.

As applause for the prize-winners abates, let the dancing begin! Now follows an eclectic mix of the Gay Gordons and uninhibited disco dancing, causing some people to rush for the first minibus back to the hotel, while Glitterball contenders keep going with gusto until the band stops playing.

The weekend has raced by in glorious fashion. A combination of brilliant weather, expertly planned road routes designed to showcase scenic East Lothian, a convivial hotel in a prime coastal location, good food and copious wine, and of course, a marvellous group of people sporting about 40 cars in all.

It began on Friday evening with



welcome drinks and dinner at the Marine Hotel. There was much catching up to do. For Roger and me, it was our first post-pandemic rally and it felt great to be back amongst old friends and meet new members too. Not to mention the opportunity to exercise Baby, our Sebring 1, locked down in London for almost three years until now. Baby did the round trip unscathed and firing on all cylinders.

Saturday morning for me (and nine others) began with a bracing coastal walk organized by Peter Bateman, leaving the hotel at 07:15 and returning before breakfast. I confess to missing Peter's walk the following day, but diehards report that it was equally invigorating. And what a joy to just step out of the hotel right onto the beach - with panoramic views of the Firth of Forth and iconic Bass Rock. Who arranged that!

Saturday's road route took us first to the Museum of Flight, a 40-mile drive starting with Scotland's Golf Course Road then steered us through the rolling farmland countryside of East Lothian, thankfully bathed in autumnal sunshine, as prearranged by John and Susan. At the museum, a real highlight was the opportunity to board Concorde (surprisingly poky inside!) and admire the formidable dashboard in the cockpit. From there, we drove another 17 miles through gentle villages to Whitekirk Hill Lodge for a perfectly judged light lunch in a café atmosphere with



friendly service.

For the afternoon, John and Susan offered us a wide range of options ranging from visits to medieval castles, monuments, beaches, a local nature reserve, or even a boat ride to Bass Rock, said to be the world's largest 'single rock' colony of northern gannets where guillemots, razorbills and seals also congregate. Not a car in sight. We could take our pick of these places of interest, otherwise return to the Marine Hotel for spa therapy or just a snooze... Not being at all judgmental about the sloths here.

In the evening, everyone regrouped for drinks and dinner in the hotel's Fidora Suite which buzzed with lively conversation, punctuated by an enthusiastic *Happy Birthday* tribute to the ever-youthful Edwin Faulkner, Club member since 1989.

Sunday's road route took us south

from North Berwick over the Lammermuir Hills that divide East Lothian from the Scottish Borders - a delightful 34-mile drive to the Jim Clark Museum at Duns, via Kingston, the Bennett's hometown. You can see why they love living here!

Here was a chance to learn more about Jim Clark, born in Firth and considered one of the greatest racing drivers of all time; take a breather; or invest in some essential tartan regalia.

From there we drove a further 20 miles for lunch at Roxburghe Hotel which, as well as healthy food served in a luxury country setting, provided the rally's best opportunity to admire all the cars in one hit.

Our final drive took us along fast roads through the Borders over Soutra Hill and then via Kelso, with an option to visit the abbey or Floors Castle, but we mustn't be late for the coaches that will take us to dinner...

1. *The Club car park at the Marine Hotel, North Berwick. Photo: Dave Smith.*
2. *Red cars with the beautiful Scottish coastline in the background. Photo: Roger Epszajn.*
3. *The Bennett Indy and Bateman Bora. Photo: Dave Smith.*
4. *Edwin Faulkner's Quattroporte outside the Jim Clark Museum.*
5. *Maseratis at Roxburghe Castle. Photo: Mike Pilgrim.*



In summing up, Drummond thanked and congratulated John and Susan for organizing this excellent rally, reminding us that it had embraced most forms of transport – cars, boats, and planes – as well as many convivial moments doused with a hint of alcohol. Drummond presented Susan with a beautiful bouquet of flowers and a cool bag while John received a book that he will hold dear, about the Alfa Tipo 105 RHD.

You would have to agree that, without stressful quizzes or competitive elements, and equipped with such a carefully prepared roadbook, drivers and navigators could happily enjoy the scenic routes as well as each other’s delightful company!

Finally, one other feature of this rally deserves a mention - the WhatsApp Group created by the Bennetts, no doubt primarily as a means of sharing real-time rally info and traffic updates, ran amok. Once the adorable Otter (beloved black Labrador accompanying Adam Golder and Sarah in their 3200GT) started posting selfies, the chat room ‘grew legs’ and a barking petfest ensued as people made their journeys home, eager to be reunited with their four-legged friends. Who would know that we Maseratisti are just a bunch of softies.

Thanks also to Ian and Kevin from East Coast Sports Cars who offered breakdown support over the weekend.


### Autumn Rally, North Berwick - Entrants

Rex & Joanne Barton	3200GT
Peter Bateman & Kathryn Remington	Bora
John & Susan Bennett	Indy 4.9
Drummond & Vivian Bone	Quattroporte V
Matt Briffa & Niamh Dillon	Bora
Paul Clayson & Annie Broe	Porsche shshshsh
Cliff & Rosie Clifton	GranSport Spyder
Geoff & Lynn Coates	GranTurismo
John Connor	Mexico
Stephen & Elaine Crozier	Ghibli 111
Keith Davies & Dave Smith	Biturbo 222E
Bill Dryden & Jan Parmenter	90th Anniversary Spyder
Simon & Caroline Edwards	Biturbo Spyder
Roger & Helen Epsztajn	Sebring 1
Edwin Faulkner & John Moon	Quattroporte 1
Dom & Christine Findlow	GranSport Spyder
Philip & Adine Ford	GranTurismo S
John & Vera Francis	GranTurismo
Simon & Barbara Frodsham	Levante
Adam Golder, Sarah & Otter	3200GT
Chris & Hilary Green	Ghibli GT
Peter & Jane Holmes	Ghibli SS
Jerry & Clare Hutton	3200GT
Alex Jackson & Bill Jackson	GranSport Spyder
John Jackson & Victor Ramsay	Mexico
Nicolas Jagou & Séverine Legrand	4200 Spyder
Arthur & Di Kelly	Ghibli 111
John & Diane Lambden	3200GTA
Angus & Marcia Milne	4200 Coupe
Luq & Jane Niazi	Indy
Adam Painter & Grazyna Sutherland	Ghibli Cup
John & Jacqui Peace	4200 Spyder
Mike & Shirley Pilgrim	GranTurismo
Malcolm & Alison Roberts	MC Victory
Michael Roberts & Jan Wilson	Indy
Jon & Carole Stevenson	GranTurismo S
Eric & Deborah Toft	GranTurismo
Buzz & Tanya White	4200 Spyder
David & Susan White	90th Anniversary Spyder
Tony & Jane Willis	Levante
Jacky Wood & Gail Mosley	Biturbo Spyder

6. Hosts John and Susan Bennett presenting The Corley Motors Trophy to Nicolas Jagou and his navigator Séverine Legrand. Photo: Roger Epsztajn.

7. And the overall winner is... Matt Briffa, seen here receiving The Indy Trophy. Photo: Roger Epsztajn.



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POWER IS NOTHING WITHOUT CONTROL

# Maserati Club visit to the Morgan Car Factory

Story and photos by *Chris Green*.

On a pleasant October day our group of 18 met up for a visit to Morgan in Great Malvern, Worcestershire. The Morgan Experience Centre was finished in 2020 just ahead of the pandemic and it creates a focus for visiting the Morgan factory. Part of the centre acts as a dealership whilst other areas include an archive, a shop and a café in which we would later have afternoon tea.

Our guide, Andy, was quite a character and we certainly were lucky as our group benefited from his humour and knowledge of the factory. We also were joined by Jérôme and Carole Létuvé from the French (and UK) Maserati Club who were in the UK visiting the Cotswolds with Marie-Elisabeth and Michael Miles.

As many will appreciate, Morgan cars are still mostly hand built but the first thing that one noticed and heard was the 'chassis' is now called a 'platform'. This is because all Morgan cars are now built on a bonded aluminium base or platform. As indicated by our guide, if this is good enough for aircraft then it should be OK for a car! In terms of the factory itself however, the same original brick buildings are still used today.

All the mechanical and electrical components are built onto the platform by one person, so as our guide indicated, there is 'no escape' as

each car has a detailed build book in which each operation has to be signed off so you end up with a lot of signatures BUT they are all the same signatures for each car.

The cutting, forming and glueing of the ash bodywork frames that we all associate with Morgan is another amazing area. We saw the famous screw frames that bend and hold the ash wood strips that make up the rear wheel arch being used as we walked through. These have not changed in over 60 years. In the same building the dashboards are handmade and the chosen veneers hand glued to the ash dash.

In a similar vein, the all the aluminium body panels are handmade and shaped for each car. They are made on dummies of the car frames before being fitted to individual frames. Once all the panels fit perfectly, they are taken off again for the paint shop, to be refitted at a later date.

In the trim shed, the leather interior is cut, sewn and fitted to the cars. The leather is Bridge of Weir, the same supplier as Aston Martin, and available in a wide choice of colours, stitching and design. I chose an offcut to turn into a book marker to take back home. Here, unlike larger manufacturers, there were only three sewing machines and it was interesting to note that the day we

were there three ladies were on the machines, but everyone in the trim shop takes their turn and all are capable of stitching and fitting the trim. Finally, in front of the paint shop the sprayed body panels are checked and fitted to the cars before moving over to the PDI unit and road testing.

All in all, it is a very interesting and worthwhile trip and for those who have done car factory visits, very different to going to a major producer's production line. Not one robot and all done by craftsmen in time-honoured fashion. We all then had afternoon tea together and one must say it was not a skimped affair with plenty of choice and food for all.

However, the day was not over as about two weeks before the event one of our members, James Hyslop, who lives in the area, contacted me and asked if anyone would like to go and see the site and paddock and restored buildings at Shelsley Walsh Hillclimb and then go on to his house for masses of fish and chips. This was very unexpected but eleven of us accepted his kind offer and drove on in late afternoon to Shelsley. On a pleasant early autumn evening we finished the day in James' garden in front of a log fire eating fish and chips, which his wife had kindly driven into Worcester to collect. As I love to say - A good day was had by all.



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# Obituaries

## Alexander Fyshe

15/11/1938 - 27/07/2022

*Celebrating the motoring life of our late President, the following is a personal eulogy delivered by the Editor at his funeral on August 18th. Over 300 people attended including a number of Club members. An earlier biography of Alex's life was printed in Tridents 134 and 135.*

Cars played a large part in Alex's life. I first met him in 1989. He had just bought a Maserati Ghibli and had been referred to my company (McGrath Maserati) to restore it. At that time, I was the workshop manager.

I realised quite quickly that he was unusual. He had a very busy schedule, was difficult to get hold of, always late, and when he did arrive, was demanding of your time. Evenings tended to be a write-off on 'Fyshe days'. He was also obsessive about detail and originality, bringing with him numerous lists of questions for every visit. And he sometimes made thrift into an art form.

As we got to know each other, I learnt of some of his other cars. Most were Italian. Ferrari and Maserati were the obvious ones, but he also owned more obscure makes like Iso, De Tomaso, Siata and not all of his cars were particularly exotic, though they were all unusual - the etceterinis he called them. He said he bought them because he liked them and intended to keep them a long time. He also clearly had enormous knowledge of the cars and their history and knew many people in the old car world.

I have always found it easier to work for people who are enthusiasts because I am one myself, and while he was sometimes a challenge, there was always mutual respect and over the next two and a half decades, my

company looked after the majority of the cars in his collection. And in fact, not just cars.

He often used to challenge our mechanic Alan, who worked on most of his cars. One day he asked if Alan could repair the belt from his trousers, which had given up the unequal struggle. Alan did it of course and every visit thereafter, he brought a household item for Alan to repair until finally, when he brought his toaster, Alan did point out that he wouldn't even bother repairing his own toaster as new ones were so cheap. At first, Alex looked horrified but then burst into laughter. "Good old Alan", he said, before packing the toaster away to take it home again.

When the Ghibli was finished, it was displayed at the Silverstone Classic weekend and won the concours. But on return from the show, I was greeted with another list. One thing that particularly worried him was that the newly fitted carpets were cream coloured and not wanting to get them dirty, he had spent the whole weekend with a paper floor mat on top. Could we do something more substantial? So we made a new black footwell carpet to fit over the cream one. And then he put the paper mat back on top of that.

Seeing him at Silverstone was also my first exposure to his legendary stars and stripes trousers – a pair of flared jeans with American flag



pattern, the origins of which apparently went back to a US racing team he once supported in the '70s. The most important thing about the trousers was that they had been autographed over the years by many famous racing drivers, and as a result, they could never be washed. The Fyshe rule was to only wear them at race circuits, but he did go to a lot of those...

At the beginning of each year we would sit down with the calendar and he would tell me his schedule. He had a number of 'must do' events every year, some in the UK like Silverstone and the Goodwood Festival of Speed, others on the continent, like the Maserati International Rallies. Added to these were a number of smaller events and invitations to Concours. It amounted to some kind of car event most weekends. By this time, he had an average of 10 cars stored with us at any one time and so we rotated cars from his collection on an almost weekly basis. After a while, I started going on some of the events with him, and we became a good team.

Wherever you went with Alex, he knew people. I remember a tour we did called the Haynes Two-Day Classic, which was a drive between various places of interest, including a number of stately homes. He knew the owners of every single one. And not just in the UK. He made the trip to California every year to judge at the

Pebble Beach Concours, and also having worked in the US, his network of car people there was extensive. He also seemed to know everyone in Formula One. He certainly knew everyone at Maserati. And then he knew everyone from the European Maserati clubs, De Tomaso clubs, Iso clubs. Of course, the point is that he had such a big personality and enormous sense of humour that they all knew him too.

At one of the Pebble Beach Concours, he was chatting to Giotto Bizzarrini, maker of a few sportscars bearing his own name, one of which Alex owned. He said he had been meaning to ask Bizzarrini what kind of tool bag he provided with his cars for the wheel changing equipment etc, as his was missing. Was it leather or vinyl etc as it would have been on a Maserati. Nothing of the kind said Bizzarrini, we just wrapped the jack in an old newspaper. Which newspaper? asked Alex. It was said as a joke, but had Bizzarrini been able to answer, Alex would have tried to find a copy.

Going on events together also meant we became good friends and

also by then we were both committee members of the Maserati Club. In 1998 he became President of the Club, a position he would hold for twenty years.

In the Autumn of 1997, we went to an auction together at Olympia. In the catalogue was an OSCA Mt4, a small sports racing car from the 1950s, made by the Maserati brothers. It looked OK to me so I was a bit surprised when Alex proclaimed that it was a terrible car. This was wrong, that was wrong etc. He gave his opinion loudly on things like that (and people) quite regularly. The OSCA didn't sell.

I thought nothing more of it until a couple of months later, when he called to say that he had bought the car and it was being delivered to us, oh and by the way he had entered it into the Mille Miglia.

I knew he had an ambition to do the Mille Miglia. This 1000 mile road race around Italy was one of the great events and although it was last run as a proper race in 1957, the annual retrospective that runs nowadays is still a good test of stamina for both car and driver.

Having purchased the car, Alex gave us a three month deadline to prepare it, which meant burning the midnight oil. He then asked if we would provide breakdown support and without hesitation I agreed. That first year I went with our mechanic Alan in the support vehicle loaded with tools, and chased Alex from Brescia to Rome and back.

It was a baptism of fire for all of us. After two and a half days driving in a noisy open car, it ended in the pouring rain on the finishing line, when the clutch broke. Alex was delirious with exhaustion and we pushed him over the line in the end, much to the enjoyment of the crowd. Once he had recovered, he told us we had given him the drive of his life. But we'd all had the most fantastic adventure.

We did it again for quite a few years but with two new team members. Journalist and friend Peter Collins drove the support vehicle, and also accompanied Alex from London to Brescia in an old Transit van with the OSCA in the back. Peter will tell you that this also required a lot of stamina. And latterly, the regular co-driver was Alex's son Henry.

1. Alexander Fyshe in 1999 on the occasion of Cameron Millar's Birthday party at Brooklands. Photo: Phil Ward.
2. At the end of the 2004 Maserati International in Rome. The trousers had their own booking agent by this time. Photo: Editor.
3. Alex and Fiona doing a demo in the OSCA Mt4 during the Spring Meeting at Beaulieu in 2007. Photo: Dave Smith.



2



3



4. Deep in conversation with Alfieri Maserati at Silverstone in 2014.

Photo: Editor.

5. Presidential duties at the Christmas Dinner, 2005. Photo: Editor.

The Mille Miglia was also a perfect opportunity for his favourite practical joke - the oil slick, a piece of shiny black plastic moulded to the shape of a small puddle, which when placed under a car, looked for all the world like an oil leak under an engine.

The most famous of all Mille Miglia cars is a Mercedes used by Stirling Moss in 1955, when he set the all-time record. Mercedes, a major sponsor of the modern event, used to bring the car every year for PR, backed up by a comprehensive team of factory mechanics.

Most of the first day of the event is spent in the centre of Brescia, the traditional gathering place. And it was during one of those days that while pretending to examine some detail of the front wheel, Alex managed to slide the oil slick under the front of the Mercedes.

After a few moments, he casually walked up to one of the Mercedes mechanics and pointed to the oil leak. "I think you've got a problem old boy". Distraught, the mechanic roused his colleagues and panic ensued. A jack was produced and the front of the car was raised so that half a dozen mechanics could get underneath for a look. In reality it only took a few seconds for them to realise the joke, when one of them tried to dip his

finger into the oil. Tap, tap. But it was a perfect moment. They eventually saw the funny side but couldn't help but gasp at his audacity when a giggling Alex asked for his oil slick back.

There are so many stories of Alex the joker, and in his later years, when he had all but retired from car events, he continued to amuse his audience with his opening line; Mes Dames, Messieurs, Meine Damen und Herren, Signori e Signore, Ladies and Gentlemen. Then there was the 'lovely for you to see me again old boy'. But there was a more serious side.

He was dedicated to the world of old cars and he always respected the people who worked in that world, from the designers to the mechanics. He often did events because he had

been asked to support them. He assisted clubs and magazines that promoted old cars. He used his network to help the various clubs work together and also to work with the manufacturers and dealers to help preserve old cars for the future. And he believed in originality as being a key component of that preservation.

So, while it is easy to remember the jokes, the trousers, the speeches, etc, I want to ask you to also remember him as a real enthusiast who for many years was at the forefront of the world of Italian cars, and I personally will also remember him as a very good friend.





*The new Maserati Levante Trofeo.  
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Fuel economy and CO<sub>2</sub> results for the Maserati Levante Trofeo in mpg (l/100km) combined: 19.3 (14.6) to 20.2 (14.0). CO<sub>2</sub> emissions: 330 - 317 g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load.

# Enrico ‘Henry’ Pederzoli

Some recollections from *the Editor, Roger Harrison and Keith Davies of the ‘A’ Team.*



It was with great sadness that we learnt the news in August of Henry’s passing. His contribution to the world of Maserati through his website *Enrico’s Maserati Pages*, was profound and yet it all started as a retirement hobby.

Having sold his business in London, Henry moved to Gloucestershire with his wife Carol in the 1990s. He had always been interested in cars and was of course, Italian by descent, and so at the time he owned a Biturbo 425. It was the dawn of the internet era and as a hobby, he decided to teach himself how to design a website. At that time, the only real website dedicated to Maserati was the *Maserati Resource Centre* and while Henry didn’t want to ‘compete’ he felt that a site that was a way of helping Maserati owners in a non-profit way was required. And so, in the late 1990s, *Enrico’s Maserati Pages* was born.

I first became aware of Henry when he used to ring up for odd bits of technical advice. He was always incredibly polite and mindful of not wanting to waste my time, but after a while we relaxed and started to chat regularly. His awareness of the good

and bad of the Maserati brand was very well developed and he applied a wry sense of humour to it from time to time, yet he still loved it. As the website started to grow, inevitably he began to receive technical enquiries and so we created my alter-ego of Andrea, who was the virtual expert answering these questions. Of course, I didn’t do them all as he was mindful of the time I gave up to it and also wanted to be even-handed. I think Marcello Candini, who was another friend of his, got his fair share!

The website grew quickly and for a few years became something of a full-time job for him, though he was uncompromising and strict about it remaining not for profit. Inevitably, from time to time there was pressure to ‘help’ people and he was sometimes disappointed by their commercial attitudes to what he saw as a hobby, but would rather tell them to ##### than resort to taking their money. This policy has certainly helped to give the site its unique appeal. It is a genuinely open resource, available to all, and I for one respected him enormously for that.

The first Maserati Club website was launched by Adam Painter but after a

few years, Henry took this over as well, running it on behalf of the Club in parallel to his own site. It brought him closer to the Maserati Club and he began to attend events from time to time, as you will hear later. But I think it is fair to say that he wasn’t really a ‘Club guy’. He was a shy person, more comfortable behind the persona of Enrico than in the limelight.

He continued to run the Club website until the new format arrived in 2016. *Enrico’s* continues to this day, an incredible resource for Maserati owners. I received an email from him only a couple of weeks before he died, asking for some technical info on behalf of a friend. Ever polite and respectful, a real gentleman, even if the term would embarrass him. His funeral was a family-only affair, we send our condolences to Carol and his sons. Buon Viaggio Enrico.

**Andy Heywood**

Henry was not just a Maseratista – before that there were E-type and Cobra. Nor was he just a petrolhead, he had wide interests including old scientific instruments, artworks, astronomy, engineering, chemistry, music and theatre, cuisine and wine – at least that’s what he told me, he also had a wicked sense of humour!

I met Henry through the Maserati Club and we worked together on the Club’s stand at the 2008 NEC Classic Motor Show, with the Biturbo theme – controversial or what!

Henry was for many years a sort of unofficial ambassador between English and Italian Maserati enthusiasts. He acted as a UK contact for the Candini garage and the Panini Motor Museum, both in Modena. He had an apartment in Salò on the shore of Lake Garda, from where he would take his Ghibli MY94 down to the Candinis for servicing.

I accompanied Henry on the 2007

Marco Turci Memorial organised by Davide Zaccarelli of the Biturbo Club Italia. You can read of our adventures on his site: [www.maserati-alfieri.co.uk/alfieri212](http://www.maserati-alfieri.co.uk/alfieri212).

On this occasion Henry was presented with a large cup, for ‘supporting this meeting from the start having attended all four Marco Turci events, travelling the furthest distance, and for his long-term efforts in bringing together Maseratisti from around the world, particularly the UK and Italy, via his website, and visits and enthusiastic involvement’. Well-deserved Henry.

**Roger Harrison**

Henry was always present at the build-up of the Club stand at the NEC shows and often stayed the course. It had been Simon Lees-Milne who gave Edwin Faulkner, Dave Smith and I the title The ‘A’ Team back in 2004, when linen-backed panels were screwed together to make an office. It was all nicely topped off with a wooden capping rail with all the materials being supplied by Ken Painter, including saws, screwdrivers and mitre-boxes for what we considered at the time was a good quality stand for the NEC. Henry was a bit of a computer whiz and one year on eBay managed to find a number of ‘clip-



1. Enrico receiving the enormous trophy presented at the end of the 2007 Marco Turci Memorial Rally in Italy. Photo: Roger Harrison.

2. On duty at the NEC Classic Car Show in 2006. Photo: Dave Smith.

3. The organising team at the NEC in 2009, including the A team, Enrico and Roger Harrison. Photo: Dave Smith.

together’ panels with red and blue coverings along with a set of display lights that made life easier. Big progress, and a more professional look than before. Henry was always present to help out as was Edwin (shared between the Manx Classic Car Club and us), Roger Harrison and a few others to aid the assembly.

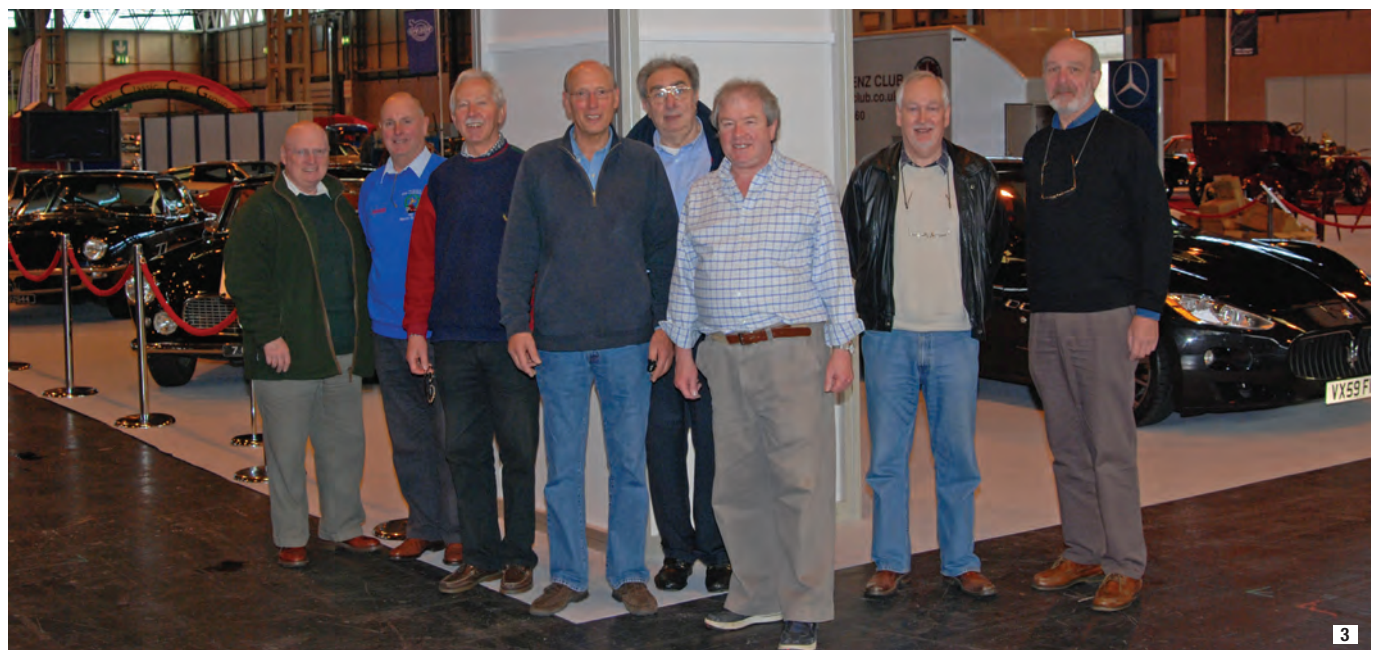
As Henry often travelled to Italy, he always asked whether we wanted any Parmigiano Reggiano cheese from The Panini Museum. We always said yes please and the exchange was done

at the NEC. Not these little bits you get from the supermarket but minimum sizes of about half a kilo!

It was in 2008 that Henry and Roger Harrison ran an NEC show with all Biturbo-era cars.

Henry was a bit clever with Photoshop and after a Vera’s lunch one year he sent me a photo of my Indy with me resting on the front wing but floating upstream in the Thames towards Windsor! Always a laugh, we shall miss him greatly.

**Keith Davies**



# BOOK REVIEW:

## The Classic Car Auction Yearbook 2021-2022

By the Editor



well, but I wondered if 2022 would finally break that tradition.

As usual, the yearbook takes results from all the major auction houses for the year from 1st September 2021 to 31st August 2022. From this, Adolfo and his team are able to make some fascinating statistical

analysis from the basic market indicators such as percentage of lots sold, to more complex examinations of trends in particular cars. Three main currencies are used (pound, dollar and euro) to show how the markets vary in different countries and with such a back catalogue of data to rely on, it is possible to see some surprisingly clear indicators. What's hot? Well, you'll have to buy the book for that. What is different this year though, is that for the first time, internet auction sales are

included, both those of the traditional auction houses, who took it online during Covid and also the online only companies such as Bring a Trailer and Collecting Cars. Adolfo confirmed that these results will be included



every year from now on and in the current year account for 20% of sales.

The other big 'piece of the pie' this year was the top seller, which traditionally features on the front cover. It is of course the Mercedes 300SLR Uhlenhaut Coupe, which sold in May for a staggering \$142 million. One might have thought that this would be enough to skew the figures and it does if you look at the Mercedes-only sales, but overall, even excluding this, the total sales in the collectors car market has risen substantially in the last twelve months even accelerating past not only the depressed Covid years but the previous peak in 2016. Now more than ever it seems, collectors are turning to 'concrete' assets.

Another clear trend is that the market is moving towards ever newer cars, leaving the '50s and '60s behind for now. This feels right to me judging by how the non-auction market is performing in the UK right now. What can I say? It's a great time to buy a classic Maserati.

The Classic Car Auction Yearbook, by Adolfo Orsi, costs £90.00 and is available in the UK from Hortons ([hortonsbooks.co.uk](http://hortonsbooks.co.uk)).

The incredible Auto Moto D'Epoca Show in Padua once again hosted the launch of this, the 27th edition of the Classic Car Auction Yearbook, compiled by Adolfo Orsi and his company Historica Selecta. Your Editor, who apart from in Covid years, is a Padua Show regular, once again made the trip in October. Over the years, this presentation has never failed to deliver a sense of reassurance that the collector's car market is alive and





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Fuel economy and CO<sub>2</sub> results for the Maserati Grecale Trofeo in mpg (l/100km) combined: 25.2 (11.2). CO<sub>2</sub> emissions: 254 g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load.

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