

trident

The Maserati Club UK Magazine



A scenic landscape featuring a large, turquoise lake in the foreground. A winding road with a metal railing curves along a steep, forested cliffside on the right. In the background, there are rolling green hills and a small town nestled at the base of the mountains. The sky is filled with large, white, fluffy clouds.

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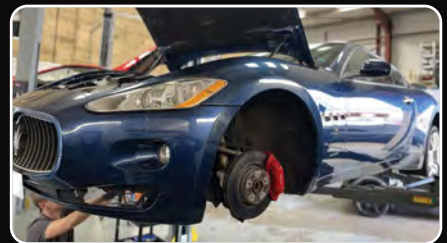
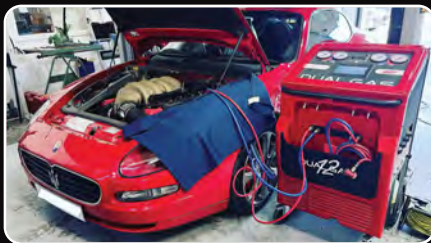


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Cover: One of the most original of all the RHD 3500GTs remaining, chassis 786 is part of our profile feature starting on page 30.

Photo: Michael Ward.



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From the Editor

Andy Heywood

The many eras of Maserati have been punctuated by moments of extreme turbulence. The first one was probably when Alfieri died prematurely in 1932. He had been the leader of the Maserati brothers and responsible for much of their early success. It must have felt like the world had collapsed around Ernesto, Bindo and Ettore. Yet they recovered, made some very successful racing cars and then sold the Maserati company to the Orsis in 1937. After the war they went on to start the new company OSCA, which they ran until the early 1960s.

Maserati itself entered a golden era after the war, culminating in winning the Formula 1 World Championship in 1957, and yet their finances were in a parlous state and they set out for the first time to build road cars in order to make the company profitable. This resilience gave us the 3500GT, thanks in no small part to the gifted Chief Engineer, Giulio Alfieri.

By the early 1970s, the Orsis had given way to Citroën, but soon there was trouble at the moulin, exacerbated by the oil crisis and Maserati was cast adrift, only to float into the hands of a waiting De Tomaso.

There were others, but the point is that at every one of these crossroads, many predicted that the end was nigh, and yet it never came. The flame, which was first lit in 1914, has burned continuously ever since, though it has never been easy.

In this Trident we are reprinting a feature on the 'new' Khamsin, which was first published in the Italian magazine *Quattroruote* in 1974. The road test is by non-other than then

current Formula 1 Champion Emerson Fittipaldi, and while we can look at the pictures and appreciate the flares, the tone of the article is what is most interesting. On the cusp of an energy crisis, it is honestly pessimistic about the future for cars like the Khamsin.

We also feature the 3500GT,



predominantly in right-hand drive form. The first Maserati importer to the UK was Colin Murray of Fleetwood, and he only lasted a year before going bust. Yet overall, the 3500GT was a success for Maserati. It managed to grasp the zeitgeist and provide enough momentum to propel the company through the 1960s. However, by that decade's end, the world had changed and the Orsis, feeling the passage of time, sold to the French concern.

For the Maserati brothers, OSCA was an incredible success but they too could see the writing on the wall for small racing car constructors using

antiquated methods. They sold, with high hopes of continuity, to Count Agusta, but it didn't work out and the OSCA flame died.

In the interview with Fabia Maserati in this issue, she tells how her father, the late Alfieri Maserati (son of Ernesto) recently sold the rights to the OSCA name to an Italian company called DR Automobili. This company, fronted by Massimo Di Risio, currently imports Chinese-built small SUVs, re-badges them as DRs and sells them to European (well, at the moment mostly Italian) buyers. I have to say that I didn't think this sounded like a good home for the OSCA brand and having recently hired a DR in Italy, I am even less convinced. But as Fabia says, better to have the brand alive than dead.

Is that true though? I know one eminent Maserati historian that believes it would have been better to let the company die than to fall into the hands of De Tomaso. I cannot subscribe to that as I have experienced some fantastic Maseratis built since then. So, in principle, I agree with Fabia, better to be alive than dead, though I still worry for the 'new OSCA'.

But Maserati itself is different because it has continuity. An eternal flame? Maybe, for while the world is once again turbulent, Maserati, under the Stellantis banner, appears to be weathering the storm. For how long though? The shift to electric in search of carbon neutrality may finally extinguish the naked flame. In any case, we certainly won't be able to call it a flame anymore if the Brecon Beacons is anything to go by!

Correspondence

*The Editor welcomes any correspondence on matters Maserati and previous Trident articles.
Please email editor@maseraticlub.co.uk*



1

The history of the 4CS

It may be of interest to members to know that my article on the history of the 4CS cars was recently published in the 40th anniversary issue of *The Automobile* magazine. This one-off issue is still on the newsstands or available at:

[www.theautomobile.co.uk/the-](http://www.theautomobile.co.uk/the-automobile-40th-anniversary-issue/)

[automobile-40th-anniversary-issue/.](http://www.theautomobile.co.uk/the-automobile-40th-anniversary-issue/)

To whet your appetite, I attach a couple of photos that were not actually used in the article. One shows Angelo Poggio in chassis 1113 at the 1937 Pontedecimo-Giovi Hillclimb and the other shows Count Giovanni 'Johnny' Lurani in chassis 1519 at the 1934 Kesselberg Hillclimb.

Simon Moore

London

Remembering Bertocchi

Just received the latest issue (Issue 146), which is most interesting with history everywhere.

The sad tale of the Bertocchis (how cruel is fate?) reminded me of the 1970 (?) Foreign Car Test Day at Silverstone. Somehow, I managed to blag (the persuasiveness of youth) one of the rear seats in an Indy with



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1. Angelo Poggio with Maserati 4CS 1500 chassis 1113, part of an extensive feature on the model in *The Automobile anniversary magazine*. Photo: Simon Moore collection.

2. Count Johnny Lurani in another 4CS, this being chassis 1519 in 1934. Photo: Simon Moore collection.

3. Making a big impression at Salon Privé London was this MC12 corsa. Photo: Daniel Corbett.

4 and 5. The MC20 also continued to create a lot of attention at Salon Privé. It looked stunning in Rosso Vincente on the H.R.Owen stand. Beside it was the new GranTurismo.

Photo: Daniel Corbett.

6. The ex-Peter Sellers Sebring being offered by Graham Hunt.

Guerino Bertocchi at the wheel. The venerable LJK Setright was the front passenger. As we were whistling into Stowe corner, the engine cut abruptly, the tail getting way out of line. In a split second, GB corrected the slide, grabbed 3rd and flicked the fuel switch from one wing to the other. It seems he had run one tank dry. All he said in his wonderfully calm Italianised English was ‘most controbile, most controbile’, after which normal (and very rapid) service was resumed.

A treasured memory.

Patrick Ridley-Martin
Lymington

Salon Privé London

On Wednesday 19th April, I was most



kindly invited to the Salon Privé, which was again being held in the grounds of the Royal Hospital Chelsea just a few hundred yards away from where in live. I took with me as my guest, Christopher Ames, a former Maserati Club member and sometime owner of the ex-Lord Strathcarron 4.0-litre Maserati Mistral, but who has now remissly absconded to the world of classic Alfa Romeos.

We were fortunate enough to be blessed with perfect weather and spent a most enjoyable afternoon amongst

the latest offerings from all the expected manufacturers from A for Aston Martin, through F for Ferrari and so on. Current Maseratis were being exhibited by H.R. Owen, including an MC20 and the firm's newest model, a 751hp GranTurismo Folgore. Amongst the many up-to-the-minute electric and other cars on show and much to my surprise, for production of this famous make had ceased in 1953, we espied of all things, a futuristic Delage. This remarkable 7.6-litre V12 hybrid D12, producing over 1000hp, has its passenger accommodation arranged in tandem fashion and I, for one, would certainly suffer from severe claustrophobia even when stationary, if shoehorned into its miniscule rear seat.

However, I am delighted to be able to report there was an excellent display of somewhat older cars and this time there were more Maseratis to be seen than last year, prominent



amongst these being a Sebring, a beautiful 3500GT Vignale Spyder and an MC12. All of this added up to a most interesting and pleasurable occasion at the generous invitation of Simon Furlonger Cars, to whom I am most grateful and who were exhibiting two magnificent Ferraris, an F40 and an F50, having left their classic Maseratis at home!

Daniel Corbett

London

Luxury Toys

I saw this (rather superficial) coffee-table book at an airport lounge a couple of months ago but it contained some fascinating pictures of rare Maseratis and I wondered if it was already part of the Editor's collection?! Some quite unusual models are covered. You can probably find a 2/h copy on ABE Books or eBay. *Luxury Toys* by Paolo Tumminelli and published by 'teNeues'.

John Lourie

Milton Keynes

7. Mass market title notwithstanding, this book features many of the world's most exotic cars and mostly in period photos, some of which are extremely rare. The cover shot is of A6G Zagato chassis 2155, which had a unique body. A curious choice but welcome for Maseratisti.

8. Another A6G featured with period photography in *Luxury Toys* is this Frua Spyder, probably chassis 2182 as the colours are correct and that car was photographed new for *Quattroruote* magazine.

9. The sublime 5000GT by Bertone is part of a chapter on the 5000s in *Luxury Toys*. This is also a press shot from the car's launch. Another unique example, the Bertone car lost its 5.0-litre engine soon after and also its 5000GT identity, but survives to this day with a standard Maserati V8.



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Out and About with Peter Collins

Photographer and journalist **Peter Collins** attended the *Historics Auction at Ascot on April 8th*, *The Tour Auto on 17th/24th April* and the *Goodwood Members' Meeting on 15th/16th May*.





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1. With only 25,000 miles on the clock, this well-kept Karif, chassis 13, reached a very respectable £29,100 at Historics Auction in April.

2. Falling into the category of 'a lot of car for the money' this Quattroporte VI made £22,400 at Historics.

3. Sadly there was only one Maserati on the Tour Auto this year, the 200Si of Tomas Hinrichsen and Solange Mayo. It competed in the regularity category.

4. The 200Si, chassis 2419, is no stranger to the event, having competed on more than five previous occasions.

5. A few weeks later, at their Goodwood Members' Meeting auction, Bonhams took £86,250 for this Mistral Coupe, chassis AM101.232.

6 and 7. In the paddock at Goodwood, this is the 300S of Stephan Rettenmaier, chassis 3057 and also the 8C3000 chassis 3001 belonging to his brother Josef.

This Maserati Life

*Our subject this issue is Brian Harris, whose contribution to the Club over the last 20 years has been enormous, first as Treasurer, then Chairman and currently as Vice President, in which role he continues to provide wise counsel, as well as infectious enthusiasm for the Club and the Maserati marque. In conversation with **the Editor**.*



How did you get involved with Maserati?

I well recall my first real (as opposed to imaginary) Maserati purchase. In 1999 I exited a roundabout on the old A1 near Durham County Cricket Ground at Chester-Le-Street in my XJS V12 on a damp day. The auto changed up and in my happy exuberance the back end stepped out and the overhung front clipped the fence. That was it, both ends bashed. The insurers went for a constructive write off. Argument and negotiation led to a settlement. Constructive it was for some as the car disappeared the day of the handshake to be followed by a letter from a Coventry bodyshop asking for history as it was restored and up for sale!

Flush with the settlement I read that Maserati had released 'an affordable' new model certain to revive the

*1. Club Vice-President Brian Harris and his 1969 Ghibli.
Photo: Brian Harris collection*

marque (and it did). It was to be on display at the NEC Motor Show so off I went. The display was small but perfectly formed, one 3200GT on the floor and one high up showing its elegant slender underpinnings. I was hooked though affordable had meant £30,000 to me. It was £60,000! Nevertheless, I went to the Brundle family garage near Kings Lynn to see it and have a drive. Kay was sitting behind me when I took over from the salesman. She said she could see my grin spread around to past my ears and knew we would buy one. I kept it 22 years. And we joined the Club on seeing Trident magazine at Brundles.

What about early influences?

Wheels have been in everything I think. My first were three in a tricycle

to which I fastened a bucket in order to collect horse muck from the streets for my dad's garden. Yes, the ice cream man, baker, milkman and Bells 'removals any distance' were all horse drawn in that post war period. Push bikes (including a bit of racing), motorbikes and eventually cars followed. My introduction to Maserati was a Dinky toy racer around 1950 which probably was a 4CLT. My mother used to be first in the queue at Matt Cropps in Havelock St Blyth when the latest Dinkys arrived. It probably cost a shilling but it dominated the hearthrug racetrack and I loved the sound of the name, never dreaming I would own one – or five.

When did you get into powered transport?

When I was 16, I was left a small sum, sufficient to buy a BSA Bantam 125 followed by a flat twin 350 Douglas. I joined an engineering firm in Jarrow who required me to sell the Douglas as was deemed too dangerous for the commute. I sold it to an older student who knocked the posts out of the cycle sheds with its horizontal cylinders and brought the roof down. Despite this, Baker Perkins sponsored me to University in Birmingham and when I was 19, I bought a Norton ES2 combination which I used to unintentionally park with the side car on the pavement. That was replaced by an Austin Somerset and then a 1964 Hillman Imp as the racing Fraser Imps had inspired me. I was powering the Imp up the hills behind Beaconsfield to impress an Avis girl I had dated. "What do you think of this?" I said. "Before you go any further" she said, "my last drive was with Chris Amon.....".

A TR3A replaced the Imp and so began a succession of TRs which lasted until 1986 when I sold the 1975 TR6 for £12,000 having bought it new for £2500. Then I had three XJS V12s until the 3200GT came along.

You immediately joined the Club, what did you think?

Our first event was, I believe, the 1999 Christmas Dinner and dance at Russell Square organised by Chris and Derek Mills. We thoroughly enjoyed it and were smitten. Since then, we have been on many events here and abroad and think of countless members as true friends. No other club in our experience has such bonhomie where everyone mixes so freely. Help too, is always there when needed. Kay and I nickname it the Heineken club as the events reach places and parts one never would normally reach. Perhaps the most memorable events in our time as members are the two Internationals



2. Brian Harris' Mk V Jaguar, acquired in 1992 and still in the family today. Seen here at Goodwood. Photo: Brian Harris collection.

the Club has organised in the UK, one at Goodwood and the other at Gleneagles. It is super to represent our country and to return the generous hospitality of the overseas Clubs. The Club's style seems to encourage people to volunteer to keep our programme going year on year. The role of Events Co-ordinator is vital. Kay and I have organised two UK events and one in Europe which gave us a lot of pleasure and satisfaction (and hopefully to entrants too).

At that marvellous Christmas do of Chris and Derek's, I approached Drummond, the Chairman at the time, and asked if ever there were a committee vacancy could I be considered. About a year later he rang to ask if I might be up for the role of treasurer. Thinking of the responsibility I gave a hesitant yes. Sometime after he queried 'you are an accountant, aren't you?' I had to confess to being an engineer and have

ever since worried why the question needed to be asked. Happily the funds were OK and a spell as Chairman followed.

Are you in any other Car Clubs?

Yes, the Jaguar Enthusiasts Club and the Morgan Sports Car Club. In 1950 I was eight when a MkV Jaguar saloon came into our street. Climbing onto the running board and peering in I resolved to have one but it took until 1992. I still have it. And I like Jaguars as they always seem good value for money, are easy to drive with excellent, comfortable interiors. My MkV had been in one family until I acquired it and has done about 28,000 miles with little or no rust. It is a nice Old Girl.

At a dinner party in 1975 a guest announced he had a Morgan Plus 8. When described I realised that I knew the car and my wife Kay did too but she had been more interested in the



3. Also a fan of two-wheeled transport, Brian enjoyed riding this while in Thailand. Photo: Brian Harris collection.

driver. The car was in dispute at a garage. As we parted company I nonchalantly said, “let me know if you wish to sell it”. Some 28 years later I had a call from the host at the dinner party who told me “Robin wants to sell the Morgan”. I bought it knowing it had been in dispute at the garage since 1975. Mushrooms were growing under the seats. In 2021 I had fettled it sufficiently to drive it from Peterborough to Newcastle, its first run since 1975 – excellent. It is a very early Plus 8 with aluminium body originally sold to Macdonald Racing in Lanchester, quite rare.

I keep thinking to join the Austin Seven Club..... It has a splendid magazine.

Back to Maserati, which models have you had?

I never set out to collect them yet I never wanted to sell them either so I ended up with five. As you know the first (excluding Dinkys) was my 3200GT, then a Ghibli Cup, an original 1969 Ghibli, a GranSport Spyder and a GranTurismo S which was replaced by a Stradale.

The Cup, Spyder and 3200GT were sold when we moved to Newcastle. The Cup was owned by Drummond Bone and John Bennett plus myself who all were Club Chairmen. I often think the Club should buy it and have it as the Chairman’s badge of office. A



4. The yellow Cup while in Brian’s ownership. Seen here allowing the President to relive old memories on track in the Isle of Man on a Club Autumn Rally. Photo: Brian Harris collection.

thrilling car to drive (Kay had a tank-slapper in it and survived). In third it seemed unbeatable and was let down only by poor seats. Maserati needed to talk to Subaru about seating (I forgot to mention earlier we owned a WRX). Andy Heywood now has the car so its future is safe. The Spyder is currently owned by John Jackson. It is a wonderful sounding and supremely comfortable lively short wheelbase open car with a gorgeous colour scheme.

The 3200GT is a stunner. When first released the EMS gave huge throttle opening for little pedal pressure! In fact, it was necessary to move off on tickover and then accelerate in normal road use. Mine is manual but the automatic does not have that problem, it really is press and fly as Dick Pole can demonstrate. A close friend, Geoff

Temple, raced a Chevron. He made it on to the front cover of Motor Sport. He took over my 3200GT in a long layby with a bus stop at the far end. As he took off expecting a gentle lift, he had to hit the brakes to avoid rear-ending a double decker. ‘This is not a road car’ he said, ‘it is a b****y racer!’ To me it fitted like an old shoe and I loved it.

The remaining Stradale requires respect especially with cold brakes and the Ghibli gives old car pleasure every metre you drive.

Any other daily drivers?

We have a Jaguar XJ575R as our mile eater and a petrol Evoque as the city and shopper and Lake District car.

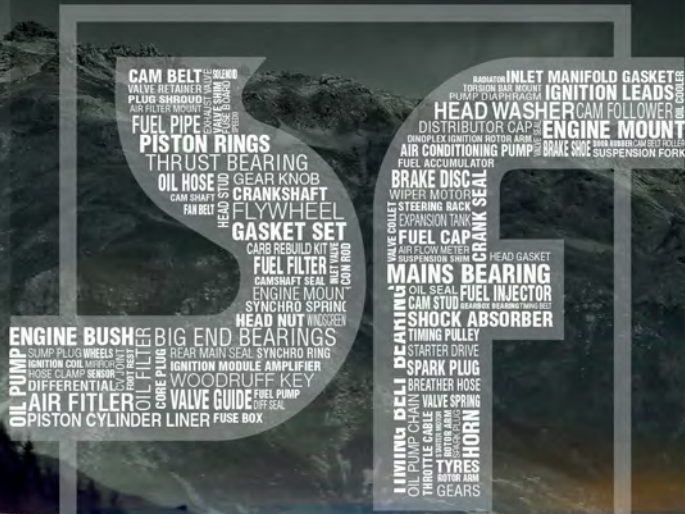
And finally, if you hosted a dinner party for four guests from the world of Maserati past and present who would you invite?

Easy – Guerino Bertocchi, he knew so much of the Maserati cars, racing and road and all the drivers. Roger Epsztajn in order to avoid any lull in the conversation and to ensure good food and wine: Roberta Bicocchi, she is patiently charming and in touch with everything Maserati and Cameron Millar for his unique insight of the 250F. My reserve would be Anthony Hartley for his enthusiasm and that astonishing V4 ‘replica’.



5. The car that started it all. Brian Harris bought this 3200GT new in 1999. It was his introduction to the marque and the Club. Photo: James Wheeler.

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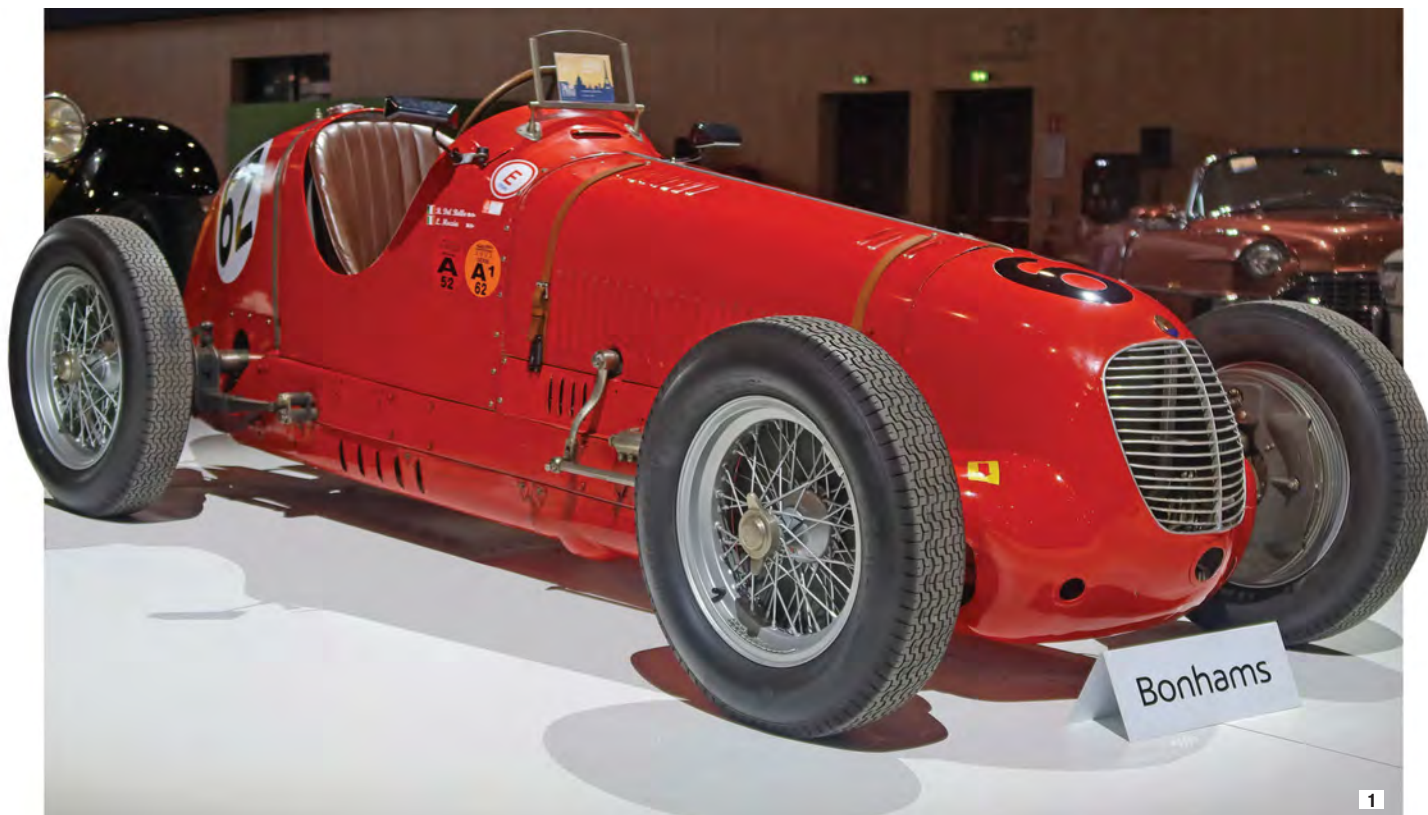


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The Retromobile Week

Paris, 1-5 February 2023. Luxury and history in all shapes and colours (as long as it's Bleu France)
Story: **Marie-Elisabeth Deroche-Miles**. Photos: **Michael Miles**.



Faithful to the tradition established in 2016, *Rétromobile* 2023 offered some serious eye candy to classic car fans and was again, according to Romain Grabowski, its new event director, “The finest pop-up garage in the world” for a few days.

The Salon had recolonised Halls 1, 2 and 3 at Porte de Versailles as opposed to last year’s post-Covid reduced exhibiting space, and it was as if all exhibitors were trying to make up for the past two years’ frustration. Everywhere you looked, displays were bigger, better and more luxurious, most exhibitors having pulled out all the stops.

More than 125,000 – mainly mask free – visitors came to enjoy the glittering show which boasted a strong Le Mans centenary theme and celebrated, among others, the French

manufactured cars and their drivers that took part in the mythical 24 Hours race from 1926 up to the present day. There was an ocean of Bleu France former Le Mans French cars gracing the ‘*Quand les françaises brillent*’ (‘When the French shine’) exhibition. Among them, a 1926 Lorraine Dietrich, a 1936 Simca Gordini, a 1960 DB Panhard and even a 1951 tiny 4CV Renault which reminded me of a few trips between Paris and Burgundy with my maternal grandfather at the wheel in the mid 1950s. The space previously devoted to the ‘*Un Homme/Une Femme-Une Collection*’ show in the middle of Hall 1 was occupied by Simon Kidston’s fabulous display, including the only two Maserati 5000GTs ever built by Frua.

Chassis 103.064 (initially 103.048) made its debut at the March 1962

Geneva Motor Show in a gold metallic livery (*Oro Longchamps Metallizzato*) with deerskin interior. It was used by Colonel Simone and Jean Thepenier, the Maserati importer in France, and often borrowed by the Aga Khan IV who loved the car so much that he ordered a new one from the factory, the other Frua 5000GT chassis 103.060.

By the end of 1963, 103.048 had been rebuilt by the factory, renumbered 103.064 and repainted in a deep ruby metallic colour. The car subsequently went to King Saud bin Abdulaziz Al Saud but was impounded by the Egyptian government after King Saud was ordered to leave Cairo following the Six-Day War in 1967. It stayed in storage for decades and was then sold at a local government auction for the equivalent of £23,000.



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103.064 crossed Simon Kidston's life for the first time when its new owner expressed the wish to sell it at the May 2000 Bonhams & Brooks auction in Monaco. It was complete and in very good condition with 12,700km on the odometer. It was bought for £222,000 by John Bookout, a Texan Maserati collector, who commissioned a total restoration

by Bacchelli & Villa (chassis and bodywork) and Giuseppe Candini (engine). It also went back to its original colour and interior, the project being managed by Adolfo Orsi. In 2013, it was bought by a German collector and racer of Maserati sports cars who had its colour changed back to ruby metallic. A few months later, he bought chassis

103.060 which sat at Rétromobile this year, a few metres behind 103.064.

When the Aga Khan ordered his 5000GT (103.060) in 1962, he selected the Penombra Metallizzato 20778 livery with a Beige Chiaro interior. In addition to wire wheels, 103.060 also boasted a 45rpm record player in the console opposite the passenger, a limited-slip differential,

1. One of the stars of Rétromobile was this Maserati 4CM, chassis 1128. It's first owner was Count Giovanni 'Johnny' Lurani.

2 and 3. Majestic 5000GT Frua, chassis 060, built for the Aga Khan.

4. Stylish 5000GT interior with central speedometer so the Aga Khan could check how fast the chauffeur was driving.

5. Be my guest. Simon Kidston takes Michael Miles for a trip down memory lane.



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steering damper and toolkit. To give an idea of how the 5000GT was priced when the Aga Khan received his \$21,500 bill dated 5 April 1962, it was twice the price of an Aston Martin DB4 Vantage; a Ferrari Superamerica cost \$17,800 in the US. 103.060 was first given temporary French plates (7097 TTA 75) before being re-registered in Switzerland in a village near Geneva which hosts several diplomatic foreign permanent missions as well as a substantial number of out-of-the-ordinary cars. Over the spring and summer, the 5000GT graced many exclusive locations in France. Six months later, it was back in Modena. In 1967, it was exported to Italy, then to the USA where it went through several collections. A July 1991 issue of *Classic & Sports Car* showed it in dark blue with beige interior and owned by a Japanese citizen. In 1997 it was the property of Alfredo Brener who owned five 5000GTs, enough to fill his own class at Pebble Beach.

Brener ordered a complete restoration including repainting it in its original colour. Its next American owner, the Maserati collector John Bookout, kept it until December 2004 when a post-sale deal at a London auction conducted by Simon Kidston enabled a Hong Kong-based British businessman to purchase it. In 2007, it was then bought at a Pebble Beach auction by a Far East collector who kept it until 2013 when it finally joined the collection of the German aristocrat who had acquired 103.064 seven months earlier.

As before, Simon Kidston's stand boasted other highly desirable and rare cars (Mercedes 540K Spezial Roadster, Ferrari 500 Superfast and 250 GTB SWB, and the Pebble Beach best-of-show 1938 Alfa Romeo 8C 2900B). Simon's welcome was as warm as ever and Michael could not resist his kind offer to sit in one of the 5000GTs, all for memory's sake even if his had been two 5000GT Allemanos owned at the same time in

the early seventies.

Gallery Aaldering from The Netherlands was exhibiting a 1937 Maserati 6CM (1548 – all matching numbers) which had been raced by the French driver Roger Deho in the 1945 Grand Prix de Paris, the very first Post-War race held in the Bois de Boulogne on the outskirts of the capital city. The car was up for sale – price undisclosed – but Nick Aaldering insisted on the importance for him of finding a real amateur who would actually race the car rather than an investor who might hide it in storage, only allowing a white silk-clad expert to clean its wire wheels, presumably with a cotton bud every so many days.

L'Atelier des Coteaux from Northern France presented a 1976 Merak SS (AM122.20874) equipped with the second version of the dashboard and its oval Maserati dials.

Franco Lambo from Reims was selling the ex-Gipsy singer Manitas de Plata 1969 4.7 Ghibli Coupé (AM115.424 – matching numbers –



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€265,000). It showed 73,000km on the clock, had been resprayed, but the interior showed a nice patina.

A very interesting 'garage find', in too good a condition to be called a barn find, was a 1956 Maserati A6G2000 (2119) presented by Christoph Grohe from Switzerland. The history of where this car was first seen (Brussels 1956 car show? Italy?) is not totally clear; it was repainted green at some point and had been living in comfort and shelter in the same Swiss collection since 1960, not really driven seriously at any time and showing 88,000km on the clock.

Not far from the massive Artcurial display in Hall 2.2, Auto e Moto d'Epoca, which have recently moved their operations from Padua to Bologna Fiere, exhibited a rare (only 11 models built) 1928 Tipo 26B (31), having come straight from MAUTO in Turin (Museo Nazionale dell'Automobile).

As usual in the Rétromobile week, the same three auction houses (RM

Sotheby's, Bonhams, and Artcurial) were trying to attract the international clientele which had shown up with some serious cash to spend. And spend some did. Celebrating the 10th anniversary of its automobile auctions in Paris, RM Sotheby's offered 96 cars and managed to sell the most expensive car ever sold in an auction, a Bugatti Chiron Profilée which went for €9,792,500. The sale house boasted an average sale price of €771,570 against €248,678 for Artcurial which presented a massive 299 cars for sale over two days, and €255,178 for Bonhams (146 cars).

However, in a case of not seeing the wood for the trees, it must be said that not everything was rosy for sellers: bidding was often not terribly enthusiastic, if not frankly short winded, and unfortunately for Maseratis ready to change hands, most seemed particularly affected by a severe lack of interest on auction day(s), only a handful finding a new home in post-sale deals.

One of them, the ex-Count 'Johnny' Lurani 1937 Maserati 4CM Monoposto (1128-matching numbers. Estimated €1,100,000-€1,400,000) presented by Bonhams, was a case in point. The proper Grand Palais being shut for major works until the end of 2024, Bonhams displayed their cars at Grand Palais Éphémère at Place Joffre, a temporary structure which gave the visitors the initial feeling they were walking into a polythene tunnel. Once through the entrance, we were welcomed by the 2016 Mostro Zagato (YA9VZ3S00F0169036), one of five offered with no reserve (estimated €1,200,000 - €1,800,000 – unsold).

Under a very bright and unforgiving light which revealed every single fault in the bodywork of exhibited cars, the extremely well-documented 1937 4CM looked nonetheless fascinating. As it should, it had started life with racing. First supplied in 1100cc specs, it was converted to 1500cc thanks to the

6. The 'other' 5000GT Frua on the Kidston stand, chassis 064.

7. The Editor's favourite was this unrestored A6G Allemano, chassis 2119, on the stand of Christophe Grohe. It has been in the same Swiss ownership since the 1960s.

8. 1937 6CM chassis 1548 on the Gallerie Aaldering stand.

9 and 10. Ex-Manitas de Plata Ghibli, chassis 115.424 on the stand of Franco Lambo.

11. 2015 Maserati Mostro Zagato failed to find a buyer, even at no reserve.



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extra spares supplied by the factory (a spare cylinder block, pistons, connecting rods and supercharger). Lurani was noticeably successful throughout the first two seasons winning the 1100cc category at Turin, Milan, Genoa, Naples and Palermo and taking the Italian Championship.

After a good show in Cape Town (3rd – winter 1937/38) followed by more success in Tripoli (3rd) the car retired from the Targa Florio. Lurani then took it to London to compete at the Crystal Palace circuit. He unfortunately overturned the 4CM in practice, breaking his hip. “I acted as a cushion for the car when it landed”. This accident was to end his single-seater career so he decided to sell the car and advertised it for £795 in *The Motor*. It was subsequently raced by WG ‘Bill’ Everitt and Achille Varzi then sold on to the ex-racing motorcyclist and Isle of Man TT

winner ‘Charlie’ Dodson who raced it at Donington Park and the Nuffield Trophy race where it was on par with the leaders until it had to retire on both occasions.

The car was not seen again until 1948 when Lurani spotted it at the Montlhéry autodrome near Paris, now painted in blue and in the hands of a French driver. It reappeared in Marseilles in the early 1960s and was purchased by Hermann Richenberger, a Swiss collector in February 1964. It was then meticulously restored, exhibited at the Expo de la Côte at Rolle on Lake Geneva and... hung! Until it was sold in the 2006 Le Mans Classic auction, the 4CM, drained of all its fluids, had spent 38 years hanging on a wall, its owner finding it a great masterpiece. Finally purchased by a new owner in 2016, the 4CM went to specialist Gianni Torelli for some major work.

In 2021 and 2022, the car was entered in the Grand Prix Historique de Monaco where it managed to beat much bigger engined cars (Bugatti Type 51, Maserati 6CM and Bugatti 35B). The 4CM sold (after-sale deal) at Rétromobile for €793,500, well under its initial estimation.

Bonhams presented another two Maseratis: a 1971 Ghibli 4.9 SS Coupé (AM115/49.2302 matching numbers. Estimated €150,000 - €200,000 – no reserve) in its original Blu Sera over Senape leather interior which started its life in Georgia (USA). In 2014, it was found repainted and re-trimmed in dark Burgundy in Texas by its subsequent Dutch owner who had it shipped to Greece. The next two years were devoted to a complete restoration which included repainting and re-trimming in its original hues. It sold for €161,000.

The third Maserati was a 1961 3500GT Coupé (AM101.1560 matching numbers. Estimated €100,000 - €150,000) first delivered in Marseilles in June 1961 by Thepenier. It was originally finished in blue with light brown interior and fitted with wire wheels. It stayed in the South of France through its next two owners, one in Nimes and the third one in Perpignan, before travelling to Valencia in Spain in 1973 where it was completely restored with the engine being rebuilt at the factory. The 3500GT had another two Spanish owners before it made its way back to Lyon in France further to being spotted at Techno-Classica in Essen by its French owner. It sold for €138,000.

At Artcurial, amid a sea of fairly tightly parked cars, sat a 1970 Ghibli Spyder 4.7 (AM115S.1221 matching numbers. Estimated €600,000 - €800,00) in original Nero with Senape interior next to a 1971 Ghibli 4.9 SS Coupé (AM115/49.2140 matching numbers. Estimated €220,000 - €260,000) from the same collection, also in black after it had started life painted red with white trim; a 1973

Bora 4.7 (AM117/372 matching numbers. Estimated €130,000 - €160,000) in original red with a black interior; a 1970 Ghibli 4.7 Coupé (AM115.1426 matching numbers. Estimated €180,000 - €240,000) in immaculate Celeste Chiaro, and a Beige Mirabello 1967 Mistral 4.0L Coupé with Nero interior (AM109/A1.1380 matching numbers. Estimated €120,000 - €150,000). In what sometimes felt like a semi-morose atmosphere, neither of these latter cars could attract enough interest on auction day and they simply disappeared, with quite a few others, from the Artcurial post-auction catalogue/results listing.

A couple of days before, we had made our way to RM Sotheby's new setting at Carrousel du Louvre where only one Maserati was up for sale: a 1970 Ghibli 4.7 Spyder in Giallo Strega (AM115S.1079 matching numbers. Estimated €675,000 - €750,000) which had first been the property of an airline pilot from Rome. It was then exported to Texas and then to Ontario (Canada) where it underwent a major restoration and was fitted with four of the last twelve

Borrani handmade wheels specially sourced by Carlo Borrani himself. It then went back to Italy and was acquired by the French collector Jean Guykas in 2017 and kept until he sold his collection in 2021. It did not sell.

Before it was time to leave Rétromobile, we could not resist taking a look at the 'Vanlife' exhibition which presented a number of leisure vehicles, the most original being the French psychiatrist Jean Meyer's 4x4 2CV Voisin camper. Without doubt an invitation to 'bugger off' and leave all one's troubles and worries behind, just as when we sit at the wheel of our beloved Maseratis in quest of a good, fun, 'musical' ride... and FREEDOM!

12. Late Ghibli SS chassis 115/49.2140 at Artcurial.

13. Bargain 3500GT, chassis 101.1560 at Bonhams auction. It made 138,000 Euros.

14. Also at Artcurial, this 4.7 Ghibli 115.1426, matching numbers car.

15. The crazy 4x4 2CV in the Vanlife exhibition.



Fabia Maserati

*As the daughter of Alfieri Maserati and granddaughter of Ernesto, one of the founding brothers, it is not surprising that Fabia Maserati is passionate about Maserati and OSCA. Earlier this year, Auto Italia Editor **Chris Rees** talked to her about preserving the family heritage and also the imminent revival of the OSCA marque.*



CR: First of all, on behalf of everybody at Auto Italia, sincere condolences on the loss of your father, Alfieri Maserati, in January 2022.

FM: My father was a great man and of course I miss him very much. He was a great guide for me and now that he not there anymore, it is a great loss for all of us – especially for me; I'm an only daughter and he was really a very important point of reference for me, a very strong man, really a guide.

CR: When you were growing up, were you aware that your father and grandfather were these great figures in the automotive industry?

FM: Yes, yes. I remember my grandfather Ernesto Maserati very deeply. I was only seven or eight years old but I remember that my father and my grandfather used to bring me to Imola circuit when I was little, in the car and being driven very strongly, very fast.

My father took me out many times

in OSCAs, especially the 1600GT special, which was the last prototype they made. We used to go out many times in Maseratis, too, but I was so small then and not really aware of what the cars were.

I remember my father telling me that, between the ages of 11 and 14, he used to go to the OSCA works every day during his school holidays. He would mix with the employees, who explained technical aspects of the cars to him, how to fix motors and so

on. He took this to heart. This is the reason, I think, why he had such a deep knowledge of the mechanical side of things.

He loved driving and drove very fast, I was very scared! He also loved to travel a lot, to Asia, India, very faraway places, appreciating the history, art and culture. I would listen to his stories for hours.

CR: It sounds like there's a biography to be written about your father.

FM: Yes indeed, there are some people making a biography about him.

CR: As an only daughter, were you expected to follow the family traditions and pursue a life in the automotive sector?

FM: Well, when I was born, it was in OSCA's final period, so I was never expected to be part of the company. But now I have the OSCA Store, which produces jewellery, watches





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and fashion accessories – so yes, I still have the OSCA brand.

CR: We are so pleased to know that the OSCA brand is going to be revived. It is now owned by Massimo Di Risio of DR Automobiles, I believe?

FM: A few years ago, my father was looking for ways to revive the OSCA brand. He never considered the possibility of putting the prestigious family brand on to the market but wanted to entrust it to the hands of those who, like him, believe that cars are an all-encompassing part of life. So he sold the car-making brand to DR Automobiles, an Italian company that is now going to make OSCA cars again. Its owner, Massimo Di Risio, was a successful racing driver before becoming an automotive entrepreneur.

His is a story of great passion for the automobile. He still has a romantic vision of this world, combined with great entrepreneurial ability.

I know them well and they're very nice, kind people. They're very active now in the automobile field, selling a lot of cars in Italy – a company that's growing a lot, especially recently. I see in Massimo Di Risio the same passion and tenacity that animated my father and grandfather. I'm very happy that they're going to produce OSCA cars again because it will no longer be

a dead brand, it's something that's going to be alive again. I'm very pleased about it.

CR: Do you know what they're going to produce? A new sports car, for example?

FM: That's still a secret!

CR: Understood. I believe your father had been working on a book on about the history of Maserati?

1. Fabia Maserati, granddaughter of Ernesto. Photos: Fabia Maserati collection
2. Alfieri Maserati sitting in 'The Boyle Special', one of the most famous Maserati cars of all time, as it won the Indy 500 twice with Wilbur Shaw at the wheel.
3. Fabia presenting the family history at a recent Club Trident meeting.
4. Fabia keeps up to date with today's Maseratis, trying out the MC20.
5. The real Maserati family. Fabia, with her children and her father Alfieri.
6. Massimo Di Risio, founder of DR Automobiles, who now owns the OSCA brand.



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FM: Yes, he was working on this book for a few years. He managed to finish the chapter concerning Carlo Maserati. There were seven Maserati brothers but one died as a baby, so there were six brothers, the eldest of which was Carlo, who developed and raced bicycles and motorcycles. My father was very meticulous. He would check things again and again to ensure everything was correct and true. He finished the first chapter but he didn't manage to finish the whole book. So probably, we will publish the first chapter concerning Carlo in his honour.

CR: Is there a prospect that the full Maserati story will be told using his research?

FM: I still have all his materials and his archives. Of course, I don't have the knowledge that he had, because he had the memories and he was there. I was a baby and I don't have all these memories. I will look into the archives, and the drawings of my grandfather, which now belong to me, and I will see if I can manage to do

something with it. Of course, it's a huge amount of work and a great responsibility. I don't know if I'm able to do it, but I will try.

CR: I really hope so! What does the archive contain? Is it about OSCA as well as Maserati?

FM: Yes, both OSCA and Maserati. You know that Alfieri who founded the company died quite young, and it was Ernesto, my grandfather, who really designed all the cars, who drew everything. There was of course Ettore and Carlo; Mario was a painter and it was he who created the Trident logo; Bindo was on the commercial side – he was very good with customers, very extrovert. But my grandfather was the engineer, the one who made all the drawings, which have now come to me. I also have factory records, especially OSCA ones, so I will definitely try to do something with those.

CR: It would be amazing if you could. Is the archive open to the public, or is it private?

FM: It's entirely private, but I will see if I can do something with a museum, because I really want the public to be able to enjoy it, too, not only myself.

CR: What was your father's occupation?

FM: He graduated in Mechanical Engineering in 1962 and worked in the nuclear research sector. In 1970 he entered the automotive field and in 1975 he founded his own engineering company, making car parts like transmission components and self-locking differentials, which were sold all over the world. When I was young, I used to work with him. He would take me to exhibitions. He worked until he was quite old.

CR: It sounds like your father inherited your grandfather's ability in engineering and mechanical drawings.

FM: My grandfather was not a mechanical engineer, but a mechanic. At that time, there were not so many people who graduated from university, but he had this great capability in engineering drawing. My father went to university and became a mechanical engineer – he had all the skills.

CR: What about your family now? Do they have an interest too in Maserati and OSCA?

FM: Yes, my children are very interested in the cars. My son graduated in mechanical electronics, and is now working in a company that tests cars. He is really very passionate about cars.

Another is 14 years old, in middle school, and I have I have two daughters: one who is 18 and Julia who is 35 and runs OSCA Creative Lab which makes clothing. She has a daughter now, so I'm a grandmother!



7. At the recent Bologna Auto Storiche event, flying the OSCA flag.

8. And 10. The unique 1600SP in 1998 at Genoa Autostory, where OSCA was the featured marque.

Photos: Editor collection.

9. The 1600SP at a recent Concours.

CR: Congratulations! What is your involvement with the Maserati brand these days?

FM: I have a very good relationship with Maserati. I think they are manufacturing some very exciting cars now. I'm very happy because I see how the brand is living through a very bright time. I've had the chance to drive the MC20 which is really beautiful. I was driving very slowly but I really appreciated it! I think my grandfather would be very glad.

CR: Do you like the new GranTurismo and the idea that they're making a Folgore electric version?

FM: Yes, I like it a lot. Everybody will be electric in future, everything is evolving, everything is changing, so we have to do what the laws require. The Folgore is beautiful.

CR: How are you involved with the OSCA and Maserati clubs?

FM: Yes I do a lot of events, and I'm very involved with the classic car clubs here in Bologna.

CR: Finally, what car do you drive yourself?

FM: I have an Audi but I also have an OSCA: the 1600SP which belonged to my father, and the last prototype that my grandfather made. There are no others like it. My father took it to concorso d'eleganza events in the past and I definitely have plans to do something like that in the future.



OSCA 1600SP

Fabia Maserati owns this 1963 OSCA 1600SP (which stands for Sperimentale, or Experimental) – a competition-focused version. Apart from the 140hp OSCA 1.6 engine and four-speed gearbox, the mechanical side was all-new: tubular spaceframe chassis, double wishbones all round and disc brakes. The stunning-looking bodywork was by Zagato, using lightweight aluminium panels. Intended to run at Le Mans, the timing was bad because in 1963, the Maserati brothers sold to MV Agusta and the car never raced. The very last of the racing car built by the Maserati brothers, the 1600SP was kept by Ernesto Maserati who then gave it to his son, Alfieri Maserati. Now it's Fabia's cherished possession.



The OSCA Marque

A short history, by the Editor.



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In the Spring of 1947, the Maserati brothers left the company bearing their family name. The company had been sold to the Orsi family in 1937 and moved from its original home in Bologna to Modena a year later but with a stipulation that the remaining brothers Ernesto, Bindo and Ettore (Alfieri, the founder, having died in 1932) would continue to work for Maserati for a period of ten years.

Once free of this obligation, the brothers moved back to Bologna, their intention being to set up a new company. Understandably they were not able to use the family name and so decided on the acronym O.S.C.A., standing for Officine Specializzate Costruzioni Automobili. Innocuous enough, but the badge featured the words Fratelli Maserati Bologna, in case anyone was in any doubt. The company was incorporated on the 1st December 1947, and produced its first car in early 1948.

Of the brothers, it was the youngest, Ernesto, who was in charge of design (as he had been since the passing of

Alfieri), while Ettore handled production and Bindo ran the business. Having assembled a small team of mechanics, they began production of a sports racing car. Their aim was to build cars to sell to clients who wanted to compete in the smaller-engined classes of race which were becoming popular in this immediate post-war period.

Not surprisingly, the engineering of the first OSCA bore more than a passing resemblance to the contemporary Maserati A6GCS as this and the A6 1500 road car had been the last projects involving the brothers before they left. But the new OSCA 'Mt4', for Maserati tipo 4-cylinder, was a physically smaller car with an engine capacity of 1100cc. In only its third race, in September 1948, Luigi Villorosi drove the car to its first victory in the Grand Prix of Naples (actually a race for up to 2.0 litres capacity).

In the following year another six examples of the Mt4 were built, using the same 'siluro' or torpedo shaped body with cycle wings as the first car

and also the same single-cam engine. As the year drew to a close, a 1350cc version was made but as was customary for small constructors at the time, improvements were made constantly and in early 1950 Ernesto produced a twin cam cylinder head, which was then used exclusively. These cars were known as OSCA Mt4 2AD (for 2 Alberi di Distribuzione) and also gained more modern, enveloping bodywork. The bodies were sketched by Ernesto and then built by outside contractors. Some were by Frua, but most by the little known Morelli company from Ferrara.

The Mt4 continued in production until 1957 by which time 78 examples had been built. Over the years it continued to evolve, with 1450cc and then 1500cc engines, by which time the 72bhp power output of the first car had almost doubled. It was hugely successful in class winning terms in all of the famous (and many not so famous) road races of the time with a mixture of amateur and professional drivers, but its greatest success was an



overall win in the 12 hours of Sebring in 1954, driven by Stirling Moss and Bill Lloyd.

While the Mt4 was the mainstay of production, there were other projects. A six-cylinder 2.0 litre twin cam engine was built for a Formula 2 car and a 4.5 litre V12 for a Formula 1 car, though less than a handful of each were actually built.

In 1956 a new series began called 'TN', which stood for Tipo Nuovo. Chassis-wise a development of the previous models, the TN featured updated, more streamlined bodywork and in Tipo S form, desmodromic valvegear. However, the new staples of production for the second half of the 1950s would be the Tipo S-187 with a 750cc engine, the FS-372 with 1500cc engine and as the new decade dawned, a single-seater with 1100cc engine was launched for the new Formula Junior series.

From 1957, OSCA had also entered into an agreement with Fiat to help develop its own twin cam 4-cylinder engine, destined for the 1500S and 1600S Coupe and Cabriolet models. In return for their expertise, the brothers were able to use the same engine in a series of road cars, known as 1600GT and launched in 1960. Most were bodied by Zagato, with

others by Fissore, Touring and even Boneschi. There was later a 1600GTS version, with an OSCA developed twin plug cylinder head. The last of these cars was made in 1963 and was called the 1600SP. This coupe, with a unique body designed by Ernesto and built by Zagato, promised a return to the racetrack but was to remain a one-off.

By now, the brothers could see that the world of motor racing had become more sophisticated and business-like and that their traditional methods of building and selling cars were not going to survive. When Count Agusta of MV Agusta expressed interest in buying the company, the brothers took the opportunity. In August 1963, MV bought OSCA, leaving the brothers as 10% shareholders. Initially there were plans for a new Gran Turismo called 1600TC, which would be made in MV's traditional home of Cascina Costa near Milan and then shipped to Bologna to be tuned and homologated. A car was even displayed at the Turin Show in 1964. However, the brothers soon found that they had little influence within the new company and frustrated, in 1966, they all agreed that it was time to retire. Ernesto continued to work on engine designs but the OSCA name

disappeared soon after.

In all, around 150 sports and racing cars were built and around 130 of the 1600GTs, plus a number of engines. For such a small output, they achieved a huge amount of success and enjoyed a worldwide reputation.

The brand was briefly revived in the late 1990s in a project conceived by Andrea Zagato and a Japanese enthusiast and businessman Shozo Fujita. Ercole Spada designed a body and a prototype was built using a mid-mounted Subaru flat-four. The car was built by Touring Superleggera and named OSCA 2500GT Dromos. This also promised much but sadly it too was to remain unique.

1. Magnificent Formula 1 car with OSCA 4.5 litre V12 seen at Brooklands in 2017. All photos: Auto Italia.
2. OSCA Mt4 at the Silver Flag hillclimb.
3. Sir Stirling Moss chose an OSCA FS-372 in later years for historic racing.
4. Very stylish are rare OSCA 1600GT with Touring coachwork.
5. An earlier Mt4 at the Silver Flag, showing the transition from siluro body to fully enveloping coachwork.
6. The stillborn Dromos project could have been a contender in the 1990s.





Although there had been cars built previously that were road legal and some were even called ‘GT’, they were little more than racing cars with coachbuilt bodies. The 3500GT was completely different and while it carried over some of the DNA of the racing cars, it also created many new reference points for how a Maserati Gran Turismo should look and feel that are

still essential parts of the cars that the company builds today.

Let’s start with the basics. The model was first announced in 1957 and production finally ended in 1964. The coachbuilder of choice was Touring of Milan, who built the bodies in their ‘Superleggera’ or superlight discipline, which meant that on top of an oval tube chassis a skeletal steel frame was built, around

which was formed an aluminium outer skin. Other coachbuilders produced a few prototypes on the chassis, some hoping for a contract and others as private commissions for wealthy individualists. All cars used a 3.5 litre all aluminium straight six engine with twin overhead camshafts and twin spark plugs per cylinder (part of the racing DNA). There were two main series, the first using three

Profile: The 3500GT in right-hand drive

*Acknowledged as the first Maserati production car, our profile feature in this issue concerns the 3500GT and GTI models and specifically those made in right-hand drive. Recent research into the model has revised the production numbers, enough in itself to excite the **Editor** into delving further into one of his favourite subjects.*



Weber carburetors to fuel the engine, and the second using Lucas mechanical fuel injection, the latter gaining an 'I' suffix, coining for the first time the name 'GTI'.

After a few early cars used Maserati-made gearboxes, the company outsourced this component from ZF, in four and then five speed versions. Running gear consisted of mainly UK sourced parts, such as

double wishbone front suspension by Alford and Alder of Birmingham, brakes by Girling, live axles from Salisbury. Wheels were by Borrani, either spoked or bi-metallic disc wheels with chromed hub caps. The interiors used Connolly leather and the instruments were provided by Jaeger. The team at Maserati who put it all together and made it work was a small one, led by Chief Engineer

Giulio Alfieri.

Until that point, most Maserati chassis numbers had consisted of a simple four digit number, but for the 'road car', a new sequence was introduced, the 'AM' numbers. AM stood for founding brother Alfieri Maserati, and then for the 3500GT, the type (or tipo in Italian) 101 was used. The first car, which was the prototype, was given the number

AM101.001 but subsequently the 3500GT and GTI cars used only even numbers. Well, actually there was a chassis 005 but after that... The first production example started at AM101.002 and the last was AM101.2858.

Damned Lies and Statistics.

Part of the excitement of researching these cars is being able to prove statistics and identify trends, as there has been a lot of inaccuracy over the years. But even now, anyone that attempts to be categorical about these things is taking a risk. My mantra in this is that Maserati has always built the exception to every rule. But we toil to get there in the end, although I hope in one sense that I never do, as where will the fun then lie?

And before we go any further, we should bear in mind that today we approach these challenges with some amazing tools to help us that weren't available to our predecessors, namely computerisation and the internet. We are also looking back through 21st century eyes to a time when priorities were different. The emphasis we place

on numbers today is much greater and this stems from the fact that we value these cars in a different way. When built, nobody envisaged them becoming the historic artefacts they are today – the throwaway generation was back then, not now. And of course, an important component of that value is monetary.

The production numbers quoted for the 3500GT/I series of cars have always varied between publications but until recently they were always within a small range of just under 2000 cars. One complication that has impacted on this number is that the convertible or Spyder version of the car by Vignale also used the AM101 tipo number, though it used odd numbers for actual chassis. There were around 240 Vignale Spyderys, some were GT and some GTI, so for instance one might see a total given, as per the Factory-sanctioned 2003 Maserati history book by Maurizio Tabucchi, as production total 2225 (GT, GTI Coupe and Spyder). This number is also given as the total in the Maserati 100 book, produced by the company to celebrate its

Centennial in 2014.

However, in recent years another total has been quoted for the Coupes: 1402. This was clearly out of the range above but it immediately made more sense as I had long been puzzled by the fact that the highest chassis number was 2858 and they only made even numbers, so how could you get to around 2000 cars?

The next new model after the 3500GT was the Sebring, which was mechanically similar but used a shorter chassis and a different body designed by Michelotti and built by Vignale. It too was built in two series, from 1962 to 1970. The production figures for this model used to be quoted as 250 first series and 98 second series. You can still see the ripple effect from this number in articles today, but some years ago, this was corrected to a total of 600 Sebrings of both types. While the Sebring will one day have its own Profile feature in Trident, it is important here because the difference between the old and new figure for 3500GT/I production was also around 600.



Fabio Collina at the Maserati Factory was able to confirm not only that the 1402 figure was correct for the GT and GTI cars, but also the suspicion I had that the reason the earlier figure was wrong was that it included Sebrings as well.

How could this happen? Well, firstly the Sebring also used the AM101 tipo designation and secondly, the model was originally called 3500GTIS. There was initially some confusion that the 'S' stood for sport, a nod to the shorter chassis and more compact body shape, and that it was only changed to Sebring once production was underway. At the time, it was just considered a version of the 3500, rather than a completely separate model in its own right, and because the actual chassis numbers used were odd numbers like the Spyders, this was the reason why the highest number only reached 2858.

The real inaccuracy has occurred because most of the history books, including the two I quoted from earlier, give a total for Sebrings in addition to the GT/GTI Coupes and Spyders. In actual fact, the total

Maserati production is 600 units lower than all of these books would have you believe.

It made me realise that the work Fabio Collina has done to computerise for the first time the Factory records for cars from this era has enabled us to know so much more about how the numbers work and how and when specifications changed. Before, if you wanted to know the specification of one particular car, it would be available, but if you wanted to know how many were originally painted blue for instance, that information was impossible to compile from paper records without considerable effort. Now, all that has changed, and while Fabio is tirelessly helpful, we have to

respect the fact that he has a job to do and that these records belong to Maserati, but it does at least give the historian a sporting chance.

The other significant piece of work on the 3500GT/I in general that helps enormously is the website 'am101.org', a chassis by chassis database of the model curated by Dutch enthusiast and 3500GT owner, Marc Florie. At the time of writing, he has amassed details of 743 cars and is continually updating. The references range from one sighting a long time ago to full histories written by diligent owners, many with photos. It is an incredible resource and well worth checking out.

1 and 2. One of the most original of the early right-hand drive cars, chassis 101.786 was photographed last year at Wrest Park by Michael Ward.

3. Interior details of 101.786. This steering wheel was an option at the time, larger than the standard one, with ivory rivets. Note also the Touring of Milan crest on the original floormat.

4. Touring crest on the front wing is below the vent on Series 1 and above the vent on Series 2.

5. Original engine bay for a Series 1 car.

6. First series cars had these number plate lights fitted to the bootlid. Later versions had smaller lights fitted to the bumper.



EXCLUSIVE—1960 SIDE TANK F1 FERRARI

MOTOR RACING

OFFICIAL ORGAN OF THE BRITISH RACING & SPORTS CAR CLUB

and MOTOR RALLY

FEBRUARY, 1960

MONTHLY 2/-



Maserati 3.5 litre production sports car, with Hans Tanner and Guerrino Bertocchi, on test at Modena before coming to England. Orders already placed confirm interest in cars of this type in this country.



Using information from the Factory and also the Florie website to supplement my own archive, I then decided to start looking more closely at the 3500GT/I models and especially those that were made in right-hand drive, but before that we need to go back to the beginning.

La Dama Bianca.

The prototype of the 3500GT, AM101.001, was known at the Factory as 'La Dama Bianca', the White Lady. It was first shown to the public at the Geneva Motor Show in March 1957 and for a while used for publicity purposes. Over the years it was modified as and when new features were being tested and became something of a 'muletto' or test mule for the company. This car has been in Trident recently as it is currently owned by Adolfo Orsi and was mentioned in his Profile feature in Trident 141. The specification of this car was originally quite different to what became the standard for the production cars (something that is making for a challenging restoration now) but it does at least make the car easy to identify. For instance, the grille is wider than the production car, there are no front indicators, the repeater lights are set into the front wings and the bumper has more pronounced 'horns' at its corners.

It was first featured in a UK magazine in October 1957. *Autocorse* drove the car in Modena and wrote a

7. The cover of *Motor Racing* shows 'La Dama Bianca' at Modena Autodrome with journalist Hans Tanner and the ever-present Guerino Bertocchi. Photos: Editor collection.

8. Early official photograph of the 3500GT prototype 'La Dama Bianca' showing many unique details that didn't make it into production.

detailed specification, including all of the early features such as drum brakes all round, etc. However, it is also the car featured on the front cover of *Motor Racing* magazine, shown here.

The venue is the Modena Autodrome and as the caption says, the car is being tested by Bertocchi and the journalist Hans Tanner. The rest of the caption involves a degree of artistic licence as this is not a production car on test before coming to the UK (even just the basic fact that it is left-hand drive shows that). Clearly this is a publicity photograph and quite likely an old photo by this time. It would be interesting to know whether the Dama Bianca had begun its metamorphosis by then!

However, the most important aspect of the front cover is the date, February 1960, because that is the month the first right-hand drive example was completed. It was chassis AM101.736.

Guida Destra.

To say that this model was the first Maserati available in guida destra, right-hand drive, is misleading as many of the racing cars were right-hand drive but this was the first time that both left and right-hand drive

versions were built. Unlike today, where both versions of a given model are developed alongside each other, back then the right-hand drive cars were something of an afterthought. This was the case at Maserati until the era of the Bora and Merak. It is understandable as so few were made. Although the UK was the most successful export market for right-hand drive, that still meant only 34 examples of the 3500GT/I were sold here.

Buyers were much more patriotic in those days and also there were import tariffs on foreign cars entering the UK, making them difficult to obtain and disproportionately expensive when compared to home-market products.

Making a right-hand drive version was therefore a low priority, which is why it took nearly three years from the Geneva launch before the first example, and why it therefore has such a high number – Chassis 736 would have been approximately the 368th car built.

The plus point of this from a research perspective is that the specification of the car had by that time stabilised. In most Maserati books, you will read about features

that were tried on early 3500s, such as drum brakes at the front as well as the back, not having quarterlight windows on the doors, the aforementioned Maserati-made gearboxes, batteries located in the engine bay behind the engine, Maserati instruments instead of Jaeger. All of these early features had been replaced by the time of the right-hand drive cars.

What the buyer of that first car, chassis 736 would have got for his not insubstantial purchase price of £5852, was a Series 1 car with Weber carburettors, a four-speed ZF gearbox, Borrani disc wheels, Girling disc brakes at the front, drums to the rear and Jaeger instruments. What he may not have noticed immediately is that the 3500GT engine, gearbox and propshaft are offset in the chassis, allowing the left-hand front passenger more space than the right – the seats are actually different widths. This favoured the driver of the left-hand drive car but was not changed for RHD versions!

Concessions.

The importer of chassis 736 and most of the Series 1 cars that came

to the UK was Colin Murray of Fleetwood, Lancashire. This seems a random choice and I have never been able to find out much about Murray or his business. We can only speculate that he must have been connected in some way with Maserati, or possibly with one of the British component suppliers who provided parts for the 3500GT. His adverts describe him as sole UK concessionaire but his tenure did not last for much more than around 12 months. Chassis 736 arrived in late February 1960 and the final Series 1 car imported by him was chassis 1182. While I don't have an exact build date for this car, those around it would date it to January 1961.

After Murray, who according to a reference in *Motor Sport* in 1962 had gone into receivership, the concession moved south, to a newly formed company called 'Maserati Concession London'. It was this new company that would sell most of the Series 2 cars that came into the UK and would continue to sell new Maseratis until the merger with Citroën towards the end of the 1960s.

There was a considerable gap between the end of Series 1 and the beginning of Series 2 imports as the first Series 2 car chassis 2010, did not arrive until February 1962.

As we have said, the UK was the most successful export market for RHD but it wasn't the only one. A further nine cars were sold in other markets, making a total of 43 cars, approximately 3% of the total built.



Over the next few pages, using information from the Florie website, Fabio Collina at the Factory and my own archive, we will explore the history of some of the survivors. Sadly, we have no information on chassis 736 but move on to the second car imported to the UK, chassis 740.

AM101.740.

Completed by Maserati in March 1960 and registered in the UK as SRC 900 a month later, this example is therefore currently the oldest known survivor of the RHD cars. It was originally grey with a red leather interior and the standard specification. It spent its early life in the Derby and Nottingham area, where it was repainted blue before being bought in 1965 by the Curtis family of Suffolk. It would stay with the same family for the next 40 years though would only be used sparingly and rarely seen in public. The exception to that was it featuring in the 1997 book *Maserati Heritage*. Long term ownership usually guarantees a safe passage and it is true for this car. For instance, the interior is still largely original. It was sold at auction in 2015 and again in 2020. The new owner has since committed it to Barkaways Ferrari specialists in Kent for a well-deserved restoration and we look forward to seeing it back on the road soon.

The third car was chassis 748 of which currently there is no trace. Chassis 750 is similarly missing, though for some years Bill McGrath owned the engine block for this car, bought in a cache of spare parts, from which we may assume that the rest is lost.

AM101.754.

For many years this was a well-known car in the Maserati Club, being owned by Peter Brownsell, who was the Club Secretary in the late 1990s. Peter believed in using the car and took part in numerous club events

9/10. The two importers of 3500GTs to the UK, first Colin Murray, with the traditional plaque as fitted to our cover car, 101.786, and then Maserati Concession. This advertisement was placed in a June 1962 edition of Motor magazine.

11. Chassis 101.740. The second right-hand drive car, seen here in the workshops at Barkaways in Kent before being stripped down for restoration. Photo: Barkaways.

12. Chassis 101.754. A well-known car in the Maserati Club during the '90s and '00s when owned by Peter Brownsell.

with it. Although sold new in the UK by Colin Murray, a subsequent owner took it the USA and it was repatriated in 1993, at which time it was re-registered as 367 GNV. The specification of the car was standard with four speed gearbox and Weber carburetors, although at some point in its early life, it had had a large aftermarket fabric sunroof fitted.

Peter sold the car in 2014 but the previous year had taken a skiing sabbatical for the whole winter in Chamonix. He thought nothing of taking the 3500GT with him and although admitted that he didn't use it a great deal once he got there, it must have been quite a sight on a snow-filled French autoroute! Its current whereabouts is unknown.

The next RHD chassis number was 784, of which there is no information, and so we move on to our cover car.

AM101.786.

Although imported by Colin Murray, nothing is known of the early life of this car, but it was bought in 1964 by Michael Carreras, whose father Sir James Carreras was the founder of the 'Hammer House of Horror'. Michael was himself a successful film producer but he would only use the car for a couple of years.

By 1966, the engine had an oil



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pressure problem and nobody at the time seemed to be able to repair it. Michael Carreras put the car into storage and left it there. In 1988, his son Anthony bought the car from him, extricated it from storage and started the process of repairing the engine. A local mechanic had a go first but there was still an oil pressure problem.

I first saw the car in 1993 when he brought the car to McGrath, and we rebuilt the engine and recommissioned it mechanically. The bodywork and interior were very tatty at that time but it was probably the most original car I have ever seen.

Anthony shared the car with his long-term friend Graham Austin for a

few years but in 1996 sold the car to Graham. He went travelling and subsequently settled in Australia. Graham, a retired flight engineer, has kept the car ever since. Between 2003 and 2005 it had a body restoration and repaint and chrome and was re-trimmed in 2010 but all in the original colours and it still maintains a very high level of originality.

Chassis 788 was the next RHD example but sadly nothing is known of this car.

AM101.790.

Until last year I had no information on this car apart from a basic reference from the Club database that it existed

in 2002. And then it was offered by Silverstone Auctions for sale in 2022 at the Silverstone Classic Sale. More than that, I found that the car was being fettled ahead of the auction by a company in St Albans that had been buying parts from our parts department at McGrath! It didn't sell at the auction although it might since have found a new home. This too is a standard specification car, sold new through Colin Murray.

Chassis 796 is the next RHD one, but it has only a small reference on the Florie website confirming that it is in the UK. We now move on to the first RHD that wasn't sold new in the UK.

AM101.854.

Although built in right-hand drive in May 1960, Maserati records show the first owner of this car as the 'Societe Confital' in Bologna. No detail exists as to why this was, but by October 1961 it was registered in the UK on the number 7 CLP to a company called Swainland & Sons. We can only speculate but the usual reason for this was an expat buyer who one day intended to personally import the car to the UK. As built, the car was specified in Inglewood Grey with red leather and it was still like that when it appeared in the collection of Ron Francis in Hereford in 1978. More usually associated with older Lancias, Ron nevertheless kept the car until the late 1980s when it was sold to a London based collector. By now it was a candidate for total restoration.

The next owner commissioned what at the time was probably the most thorough restoration anyone had undertaken on a 3500GT, including stripping off and remaking around 90% of the aluminium body. The rest of the work was done by us at McGrath and the car was finished in around 1994. It had been a huge labour of love for its owner who proceeded to do only 1000 miles in the car over the following eight years.



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13. Chassis 101.790. This car was offered for sale by Silverstone Auctions last year at the Silverstone Classic sale but failed to find a new home. The wheel trims are not original. Photo: Silverstone Auctions.

14. Chassis 101.854. Cliff and Rosie Clifton on one of the many Club events they have participated in with their 3500GT. See an owner's view on Page 50. Photo: Michael Ward.

15. Chassis 101.902. Seen here at the Club Concours at Stanford Hall in 2005, when owned by Julian Furniss. Photo: Dave Smith.

16. Chassis 101.904. Keith Hudson restored 'Notty' to its current glorious condition having bought it at auction in 2018, before which it had been off the road for 20 years. Photo: Michael Ward.

17. Chassis 101.954. Greg Dyson is the current owner of this car, although it is now for sale on the Club website as we go to press. Photo: Greg Dyson.



Feeling guilty about not using the car more, he decided to sell to the current owner, club member Cliff Clifton, who has since then used it a lot. It is also probably the most successful 3500GT in Concours events.

You can read later in this issue about Cliff's experiences with the car.

AM101.902.

Sold new by Colin Murray to a buyer from his home county of Lancashire, 63 EUL has had a number of enthusiastic owners over the years and was restored in the early 1980s by Corley Motors near Coventry, who were Maserati specialists for many

years. Between 2001 and 2015 it was owned by Club member Julian Furniss from Portsmouth. During that time, it was also a regular attendee at Club events, especially the Concours. Since then, it has had a body restoration and was painted in the unusual colour scheme of grey with a red roof. Last seen being offered for sale in 2022 by the dealer Vintage & Prestige.

AM101.904.

Now owned and beautifully restored by Keith Hudson, chassis 904 is no stranger to these pages. It was owned in the 1970s by the first Trident Editor

Ken Painter, and a picture of 286 NOT appears in Trident 60. More recently, it featured in the article in Trident 142 about Keith's collection.

An original UK supplied car with disc wheels and a four-speed gearbox, later converted (by Ken Painter) to five-speed.

AM101.940.

This car still exists in the UK, It is currently mid-restoration by it's owner Graham Proffitt. Graham is an arch 3500GT enthusiast and has other examples. He also makes some spare parts for the car through his company C&G Tools.





18. Chassis 101.1018D belongs to John O'Roarke and this great photo shows off its new paintwork in blu scuro. Photo: John O'Roarke.

19. Chassis 101.1020. Photographed here at Chobham Test track following its restoration by Roberto Giordanelli. It features in Roberto's new book, reviewed on Page 78.

Photos: Michael Ward.

20/21. Chassis 101.1120.

Campaigned for many years by John Jackson, Chloe covered over 50,000 miles in his ownership, many of them hard miles on competitive rallies.

Photos: Michael Ward.

AM101.954.

Currently owned by Club member Greg Dyson, chassis 954 had one owner from 1964 until around 2015 and lived in Kent, during which time it had increasingly faded red paint. Greg has had the body restored and painted in the current metallic blue, as well as converting the wheels from the original Borrani disc wheels to wire wheels.

the rules, in that Maserati mistakenly used the chassis number 1018 twice. The 'other' car is also well documented but is a left-hand drive example. This chassis has had the letter 'D' added to the chassis stamping (we believe this was done by Maserati themselves when it was new). The 'D' stands for destra or right, distinguishing this as the right-hand drive car. Originally delivered new in the UK to a first owner in Lincolnshire, the car is also unusual in being the first one on our list to have

had wire wheels from new. It is also the first to have disc brakes at the rear instead of drums, which in theory weren't an option until much later in the series. It is difficult to know whether this is original or not. The car is currently owned by John O'Roarke, who has had the engine rebuilt by McGrath Maserati and the body restored by Mitchell Motors in Wiltshire.

AM101.1018D.

This car is one of those exceptions to





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AM101.1020.

This car existed in the UK for many years in poor but usable condition, kept just about roadworthy. However, in 2003 it was bought by Club member and motoring journalist Roberto Giordanelli, who proceeded to restore the car. 761 STC was also originally a Murray delivered car, with four-speed gearbox, disc wheels and drum brakes at the rear. During the restoration, the gearbox was upgraded to a later five-speed ZF from a Mistral as the original was

beyond repair. Once completed, Roberto used the car sparingly before selling it again in 2012 at a Bonhams Auction. The new owner commissioned a further restoration and the car was once again stripped down, only for the restoration to stall. Current whereabouts unknown.

AM101.1090 and AM101.1092.

These two chassis were the first to be sold new in Australia in late 1960. Both cars appear to have survived and are mentioned on the Florie website.

AM101.1094.

Delivered new in the UK. According to Florie, this car appeared on eBay here in 2013 as an incomplete project and was bought by a UK buyer. No other information known.

AM101.1120.

Another well-known Club car registered 25 CLO and forever known as Chloe; this red example was an original UK delivered car, with four-speed gearbox, drum rear brakes and Borrani disc wheels. Nothing is



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22/23. Chassis 101.1132. Sold new in Switzerland, this 3500GT has an unusual specification, including disc brakes at the rear and also the Mk 1.5 series rear light units, clearly visible here. Photos: James Wheeler.

24. Chassis 101.1172. Another very original Series 1 car, shown here at the Club Autumn Meeting in 2006. It lived in Ireland for many years when owned by the late Chris Furlong, sharing a garage with his 4.7 Ghibli and a number of Alfa Romeos. Photo: Dave Smith.

25. Chassis 101.2010. The first of the Series 2 cars with fuel injection. Beautifully restored by Fifteen Eleven for current owner Rob Butcher. Photos: Ben Mellors.

known of its early life but at some point, it became part of the Bobby Macintyre collection at Sorn Castle in Scotland. It was by now in derelict condition and when that collection was sold off at auction in 1988, the car found a new owner in London who commissioned McGrath Maserati to restore it. Part way through that restoration it was sold again to John Jackson from Sheffield who completed the restoration with McGrath (during which it was also upgraded to a five-speed gearbox) and then used the car regularly on Club events and more adventurous rallies such as the Euroclassic, the Scottish Malts and the Three Castles, etc. In the 20 years from 1995, John did over 50,000 miles in the car. Restored bodily again, it also won it's class at the 2014 Maserati Centennial Concours in Turin. John sold the car at auction in 2017 and we believe it is now in Japan.

AM101.1132.

Our next example was the only right-hand drive 3500GT sold new in Switzerland through the Swiss concessionaire Martinelli & Sonvico. Why it was ordered in right-hand drive is unknown but it also had wire wheels, disc brakes at the rear and is the earliest RHD car to have been delivered new with a five-speed ZF gearbox. Its early life was spent in Switzerland and then in Germany.

In 2008 it was offered for sale by The Gallery in Brumen Holland and bought by an English collector. It was restored mechanically by McGrath and then bodily by Prestige Restorations before being sold again at auction in 2016. Offered for sale by McGrath in 2020, the owner then traded the car and it's current whereabouts is unknown.

AM101.1172.

Sold new by Colin Murray, during the 1980s this car was found on Jersey

and brought back to the UK. It was delivered new with four-speed gearbox, drum brakes to the rear and Borrani disc wheels. In 1994, it was bought by the late Chris Furlong from Dublin, who used the car for Club events for many years until his death in 2011. We believe the car is still in Ireland.

AM101.1182 and AM101.1222.

Chassis 1182 was originally delivered new in the UK and was the last example to be sold by Colin Murray but chassis 1222 was delivered new in Italy. According to Florie, both cars are now in Australia. Interestingly, while 1182 had the four-speed gearbox, 1222 had the five-speed. It appears that the five-speed gearbox was first available on cars that were not destined for the UK.

AM101.1224.

This was the last of the Series 1 cars. It was built in February 1961 and uniquely was sold new directly by Maserati to the UK company Girling.

Fabio Collina confirmed this and the fact that it had a five-speed gearbox. I don't know the whereabouts of this car but the Florie website lists an owner's name.

The second Series.

Incredibly, while left-hand drive production continued steadily, there would now be a gap of a year before any more right-hand drive cars were made. Maybe this was because of a lack of importers in the UK and Australia but we don't know for sure. When Maserati started making right-hand drive again, they had already moved on to the Series 2 cars.

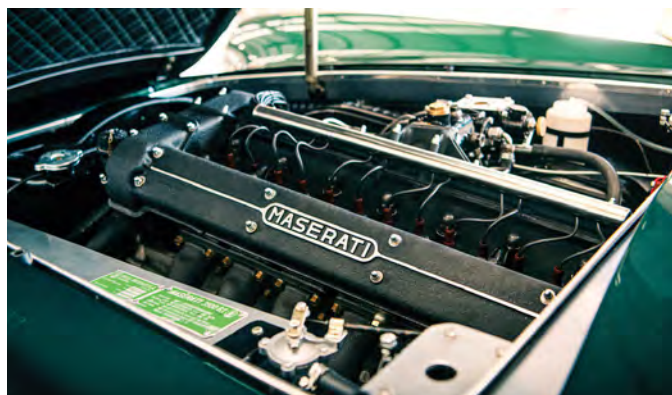
Back to the basics again. While at a glance they look similar, the body of the second series car was very different to the first. The nose of the car was lower, with the grille now set back in the nose, instead of on the surface. Gone were the faired-in driving lights. The roofline was lower, with different glass to suit and a much more curved windscreen. The bonnet hinged from the front instead of the

back and the door windows now had full frames and opening quarterlights at the rear as well as the front. The oval shaped rear lights were changed for separate round units and the bumpers were now made from polished stainless steel instead of the earlier chromed mild steel.

Mechanically, there were a number of detail differences. Five-speed ZF gearboxes were now standard, gone were the rear drum brakes replaced by discs all round. However, the most significant change of all was that the Weber carburettors were replaced by Lucas mechanical fuel injection. As previously mentioned, the car was now known as the 3500GTI.

AM101.2010.

The first of the Series 2 cars was completed in January 1962 and initially it was registered by Maserati in Italy with a Modena numberplate. However, by May it had been exported to London and registered as 33 DYM in order to become the press and demonstrator car. The importer



was Maserati Concessions. It was road tested by Jenks for an article in *Motor Sport* in July that year and again by Gregor Grant for *Autosport*, which was published in August. It was also displayed at the 1962 Earls Court Motor Show.

It was not sold to a private owner until September 1963. By 1976 it had been purchased by Hugh Boucher from Kent, who would keep the car for 31 years. The car remained wonderfully original, if tatty round the edges and so it was no surprise that the next owner, renowned composer Geoffrey Burgon embarked on a restoration. Sadly, he would not live to see it completed. In 2017 the car was bought by the current owner Rob Butcher, who commissioned further restoration of the car by Fifteen Eleven. Once completed, it was shown at Salon Privé in 2020.

AM101.2012 and AM101.2138.

Both of these chassis were originally sold new in the UK by Maserati Concession but we have no information on either of them.

AM101.2140.

Also delivered new by Maserati Concession in April 1962, nothing is known of its early life. Marc Florie states that the car was exported to Canada early on and lists a number of Canadian owners since. The Factory archive records this car as an unusual order for a Series 2 car with a Series 1 body (exceptions and rules again), though a picture on the Florie website shows a standard Series 2. Perhaps a clerical error.

AM101.2196, AM101.2198 and AM101.2480.

The first two of these chassis were delivered new by Maserati Concession in London. Of these, 2196 has since been exported to Australia and 2198 to New Zealand. The third chassis in this group was actually the

first right-hand drive example to be officially exported to New Zealand when new. According to the Florie website, all three of these cars still exist in those countries.

AM101.2482.

Delivered new by Maserati Concession, nothing is known of its early life but in the mid-1980s it was being restored by Scarborough based classic car dealer Duncan Ellison. However, the only other reference that exists is that the engine for this car was advertised in 2001 by another dealer, Warren Kennedy. This could mean that the chassis no longer exists.

AM101.2484.

The first right-hand drive example to be officially imported into Canada, according to Florie, this car now resides in Portugal.

AM101.2486.

Another example delivered new by Maserati Concession in London in April 1963, until 2021 I had never found any information about this car. Out of the blue, I received an email from New Zealand from the current owner of the car and confirming that it had been in the UK for the first ten years of its life but was then exported to New Zealand. Tatty but largely original, he was working out his options for restoration. Let's hope he decided to proceed.

AM101.2812.

Another one of the exceptions, while chassis 2812 was built as a Series 2 car for delivery to the UK (in August 1963) it was specifically ordered with carburettors, not fuel injection, confirmed by Fabio Collina at Maserati. For some years owned by specialists Corley Motors, the car was registered 570 WJH and was last seen in 2004, when offered for sale at auction in the UK.

AM101.2814.

The only reference that I have for this chassis is an old one. It was offered at auction in London by Bonhams (the old Bonhams I presume) in September 1976. The catalogue states the car to be blue in colour but offers scant other detail apart from a comment that the car was believed to have been exhibited at the 1963 London Motor Show. The accompanying picture confirms disc wheels and second series body. The registration number is stated as JHP 235.

AM101.2850.

We now begin the final run of five consecutive chassis numbers that were the last five 3500 cars made (inc. LHD). Chassis 2850 was delivered new in the UK through Maserati Concession in early 1964. Nothing is known of its early life, but in 1973 it was spotted in a builder's yard in Hertfordshire, looking tired and unloved, by Bill McGrath, who subsequently bought and restored the car. It was a life-changing moment for him as it led him to specialise in the marque.

The car was used daily for some years early in his ownership but by the mid-1980s it required a body restoration. The demands of the business put this work back by decades and it wasn't completed until

26. Chassis 101.2486. Now in New Zealand, this example is still in original condition but now requiring restoration. Photo: Editor.

27. Chassis 101.2812. This photo shows the car as offered for auction in 2004. Where are you now? Photo: Editor.

28/29. Chassis 101.2850. Bill McGrath's car, shown here post-restoration in 2011. Typical of the Series 2 cars, CLN has stainless steel bumpers, the later rear light units and the stainless rear wing fins have been deleted. Photos: Michael Ward.





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30. Chassis 101.2852. In many ways a sister car to Bill McGrath's, this car, now owned by Mark Hall, has just been restored by Powells of Ripon. Photos: Mark Hall.

31. Chassis 101.2854. The curiously bodied car from South Africa. These photos were taken around 2004, when the car was featured in Auto Italia. Since then, it has undergone a body restoration and wire wheels have been fitted. Photos: Michael Ward.

2004. He then used it sparingly in retirement. After he died in 2010, it was sold by the family and rumoured to have gone to Hong Kong.

The underpinnings of chassis 2850 differed considerably from the earlier cars, being effectively a Sebring chassis but with the original longer

wheelbase. This meant that the battery was to one side of the engine bay instead of under the boot floor, the single central fuel tank was deleted in place of two tanks, one in either side rear wing area and the exhaust system went directly under the car in a more conventional way than the previous system that ran along the left-hand sill (a throwback to racing days).

My suspicion is that because of the gap in numbers between 2814 and 2850, this was the first car to be built like this. It also had factory fitted air conditioning.

AM101.2852.

Very similar to chassis 2850 and also delivered by Maserati Concession in early 1964, chassis 2852 is currently owned by Club member Mark Hall.

Mark bought the car in 2014 at auction, but the previous private owner was John Lowton, who lived only a few miles from Bill McGrath in retirement. Two consecutive numbered cars living next door to each other after 40 years! Since purchase Mark has embarked on a serious restoration of the car, which is only now finished. We look forward to seeing it out and about soon.

AM101.2854.

Both this and 2856 were the only two 3500GT cars to be exported new to South Africa. The factory record suggests that 2854 left Maserati with an original Touring of Milan body although it was specified from new with carburettors. As we know, this wasn't unique. However, at some point

the car acquired a unique body, the origins of which have been the cause of much speculation over the years.

It first featured in Trident back in 1996 (issue 68). The owner at that time was a South African named Andre Van Der Walt. He describes how he found and bought the car locally and that it had been delivered new to an owner in Cape Town. He could not establish where the body had been made at that time. Was it a local job or was the car exported to Italy, for instance.

Following that article, the car was bought by an English owner and imported here. Further restoration took place, along with race preparation, and the car was used for some mild competition for a few years.

The English owner established that the body was modified in Italy in 1965, suggesting that the car was exported back from South Africa for the work. Certainly, the central section of the car is still very much the Touring of Milan original. When new, the car had factory fitted air conditioning, which has been removed, and disc wheels, now changed to wires.

In the same ownership from 1999 to 2022, the car was recently sold in an online auction.

As for 2856, the other South African import, we have no information.

AM101.2858.

As confirmed by Fabio Collina at

Maserati, 2858 was not only the last 3500GTI in RHD, but it was also the last one of the entire production run. It was delivered to Maserati Concession in the UK in April 1964 in Blue Sera with wire wheels. Nothing is known of the car's UK history, but around 40 years ago, it was exported to Australia, where according to Florie, it still resides with the second Australian owner and is currently being restored.

To sum up.

Of the 43 cars that were built in right-hand drive, 34 were sold new in the UK. Of the 21 first series cars, we have details on 17 of them and of the 13 second series, we have details on 11. However, that isn't the same as how





many are definitely currently known and in the UK. Those figures (including cars in restoration) are seven first series and only two second series. To the first series figure, we add chassis 854 and 1132, both of which are in the UK now but weren't supplied new here.

Confusions.

That there are at least three other examples noted on the Florie website as being right-hand drive but which don't appear on the Factory list. The common factor is their countries of residence, two in Australia and one in New Zealand. Both countries had a right-hand drive only rule for many years, meaning that any import that was left-hand drive would have to be converted. These three are likely conversions.

That there are now more left-hand drive examples registered in the UK and on the road here than right-hand drive. This is not a new phenomenon and is the same for many of the early Maseratis.

That out of the 1402 examples of the 3500GT/I built in total, not all of these were bodied by Touring. Many other coachbuilders bodied examples of the cars, the earliest being Allemano, but with later ones by Bertone, Frua and even one by Moretti.

That one subject connected to this research that I haven't even begun to discuss is the 'Touring numbers'. Touring of Milan gave each of their bodies its own number which is unconnected with the Maserati chassis number. Every car had a Touring coachbuilder plate on the bulkhead

with this number and it was also stamped on various pieces of trim to identify them to the car during manufacture. Working out these numbers would also give us greater understanding but is another large project.

The End.

Well, it is never really the end. While this is already a sizeable piece of work, it is only a 'strawman'. If you have any information about any of the right-hand drive cars that you are able to share, Trident would love to hear from you.

In the meantime, I am grateful for the input from the various current owners of the cars, and especially Graham Austin, John O'Roarke, Rob Butcher and Mark Hall.



MASERATI GRECALE

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BREATHE BEAUTY. EMBRACE INNOVATION. FEEL THE POWER OF NETTUNO ENGINE.
THE ALL- NEW MASERATI GRECALE HAS COME TO MAKE YOUR EVERYDAY EXCEPTIONAL.



Fuel economy and CO₂ results for the Maserati Grecale Trofeo in mpg (l/100km) combined: 25.2 (11.2). CO₂ emissions: 254 g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO₂ 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.

A 3500GT 'encomium'

*Club member **Cliff Clifton**, owner of the right-hand drive 3500GT chassis AM101.854 on what attracted him to these cars in the first place and why he still owns it nearly 20 years later.*



It was June 2003 and the Maserati International in Belgium was being held at the Circuit de Spa-Francorchamps. It was my first introduction to the Maserati 3500GT.

Italian cars from the sixties and seventies had been an enthusiasm for some time but this was my first sight of a Maserati long distinguished by its understated and timeless elegance. Offered a ride round the famous circuit at Spa, I was not disappointed as the car maintained a presence and impressive stability on the track with its long wheelbase and precise steering.

Occasionally seeking out cars that had some rarity, the 3500GT was immediately of interest. I was not a collector but I was encouraged by my first experience of the car to take a step further. Luckily, over that summer weekend in Belgium, I heard that a similar car might be for sale in the UK and after some enjoyable research about the history of the marque/model and provenance of the car available, I decided to have a closer look.

It had been stored for a few years. I was impressed by its newly restored condition, with a black exterior and stone coloured leather interior, painted dashboard with the famous Jaeger dials and ashtray with the Maserati logo. I was not a stranger to older, sometimes exotic and potentially unreliable classic cars that I would use as daily drivers but this one would need garaging, no doubt some special attention and a club to go with it. Luckily, my first experience at Spa with the Maserati club UK had been rewarding, with a friendly group of like-

minded and independent individuals. This was a rubicon moment. A test drive sealed the deal as I discovered a car that was sympathetic to the driver, with excellent visibility and an engine blessed with torque.

What I found later, and it's almost 20 years now, was a great driving car and consummate grand tourer, with capacious storage and what I realised was always an appreciative local audience in most of Europe where it has spent the majority of its time on the road.

With an engine derived from Maserati's iconic racers of the '50s, any drive in this car is an event. In addition to the sound of its legendary straight six, the superior ride and comfortable seats are a big part of this car's appeal. What is more, my wife and faithful navigator has always been a loyal supporter and constant admirer of this special car. Driven in snow, heat, and long distances, it's the perfect 'company car.'

Reliability, due to regular and expert maintenance, has been excellent and contemplating the 2023 Maserati International in Spain, this car is my first choice, even though a Maserati GranSport Spyder is another option. Feeling our way tentatively down the ramp from the Santander

ferry, I can see that long bonnet searching out the road east to Andorra or south to Madrid. *Magia pura.*

Some memories: Driving into Rome over cobbled streets for the Maserati 90th Anniversary with high-speed BMW police motorcycle escort in 2004. Then driving back via Lake Como over the Alps. Driving the elevated dykes across Lake Ijssel and winning the Maserati Dutch International concours in 2007. Touring the Western Highlands in 2010. Judging of the car by Adolfo Orsi and Andrea Zagato at Salon Privé Concours in Carrozeria Touring Class, London 2012 (won by Ferrari 166 MM Barchetta and not the 3500GT). Winning the concours at the Maserati French International at the Hotel du Palais, Biarritz 2015. Touring through small medieval towns in Aragon and Navarre, Spain 2016. Winning car club 'car of the show' at Hampton Court Concours 2021.

1. Concentration as Cliff Clifton takes the 3500GT round Goodwood at the International in 2009.

Photo: Michael Ward.

2. Waiting for the ferry at Bellagio on the long way back from the Maserati 90th in Rome in 2004.

Photo: Editor.



Giulio Alfieri – The Philosopher of Engines

This unusual article, first published in the Italian magazine La Manovella back in 1998, gives us great insight into the personality of Maserati's Chief Engineer and in a following supplement, he discusses one of the most challenging projects he ever undertook, the Eldorado. Born in 1924, Alfieri died in 2002, four years after first publication. Translation by the Editor.

He should have been an accountant or a vet. His father certainly hoped so. But from an early age, he had only one curiosity: to look inside engines. As a boy, he dreamed of an old one, maybe from a motorcycle, an engine to be opened, studied and then put back into place. He became an engineer for this very reason, and since then his engines, especially the Maserati ones, have begun to talk about him. That's one way to feed a myth...

At the age of eleven his father, Vittorio Alfieri, gave him a number 24 bicycle. He thought he was making him happy but little Giulio was disappointed. His disappointment was so evident that his father, half annoyed and amazed, asked him what more could he possibly want. After all, in Parma he would have been one of only a few to have such a beautiful bicycle! "An engine", he replied, "an old motorcycle engine". Engines fascinated him and not even he knew why. Maybe he just wanted to look at them. That wasn't the only disappointment he gave his father. After graduating from the scientific high school in Parma, it happened again. They had started talking about his university future. "How about the veterinary faculty?", his father asked him in the same tone that he had used six years earlier when giving him the bicycle. "No" Giulio replied curtly, 'I'm going to be an engineer', making it clear that this time he no longer intended to ignore that burning desire



to look inside that engine that had already been denied him once before. There had never been an engineer in the Alfieri family. His father was an accountant, as was his grandfather, who had been chief accountant for the Municipality of Parma. His mother, Agatha Bernardi, was also an accountant. His great-grandfather had been an elementary school teacher, and his love for classic letters and Latin was still handed down at home, which was a passion like opera.

Choosing the scientific high school was therefore almost a 'betrayal' and

insisting on being an engineer could even seem like an 'affront', however eventually the family relented. Above all because, with so many accountants in the house, the accounts always came together well, and the wholesale trade that the Alfieris managed in Parma was doing well. So they had the wherewithal to send him to study at the Milan Polytechnic, which was not a small expense in those days.

Blessed money, because in Milan Giulio had important professors: Cassinis, De Marchi, Bertolini, and Danusso. Their teaching led him to

develop an original concept of engineering construction; “because in building there are two different orientations. I chose the philosophical one, preferring it to the other, which instead relies on the precision of numbers. I therefore learned to design by 'suffering', that is by making my own the same torment that the material endures when it is solicited. In a certain sense, it is an idealistic conception, which relies on experimentation and imagination, but I believe that by reasoning in this way everything becomes possible. Even what mathematically seems unable to be. We didn't limit ourselves; we only relied on inspiration, on fantasy. Perhaps it was also necessary to have a certain presumption, and whether one thinks that is a quality or a defect, I have often drawn on it anyway. It was like the time I agreed to develop the engine of a Fiat 1100.”

It was 1946. Giulio Alfieri was 22 years old and still only a university student with no practical experience when he met a local mechanic from Parma who wanted to tune the engine

1. During the latter part of his career at Maserati, Alfieri is seen here at the Geneva Motor Show in 1971, the launch of the Bora. Either side of him are his new bosses, Pierre Bercot and Guy Malleret of Citroën.

Photo: Marc Sonnery collection.

2. The event was the 1999 Mille Miglia. The Editor was there as part of the 'Assistenza' team for our past President, the late Alexander Fyshe. It was scrutineering day in Brescia, traditionally a chaotic occasion and out of the crowd a familiar face appeared, that of Giulio Alfieri (in trench coat).

Photo: Editor collection.

3. Long since retired, Alfieri nonetheless spent a long time quietly examining the engine of this 300S, one of his creations.

Photo: Editor collection.

of a car belonging to an amateur racing driver friend and was looking for some ideas.

It was a beautiful car, an archetypal 'barchetta'. Everyone wanted it to make a good impression when compared to the Ermini, the Stanguellini and even the OSCAs, which in those days were going like

the wind. But the means were few, the war had just ended and good materials were unobtainable. So, as he puts it, Alfieri 'exaggerated with the imagination'. A good thing came of it, because the car immediately won at the Circuito di San Remo with the driver Torelli.

“Two years later I graduated. I





4. *Couldn't resist getting into the same photo. Alfieri, Peter Collins (also part of Team Fyshe) and your Editor.*

Photo: Editor collection.

5. *Always watching and thinking, this evocative picture shows Alfieri (far right) at a test of the Group 4 racing Bora at the Modena Autodrome in around 1972. Note the basic toolboxes at his feet and also the hastily panel beaten wheelarch. Simpler times.*

Photo: Marc Sonnery collection.

hadn't put away my books yet and they already asked me to go to work in the Piaggio Group, at the Cantieri Navali Riuniti (shipyard) in Genoa. I thought it was an interesting proposition and accepted without hesitation. It was there that I began to gain experience working on big two-stroke engines and steam turbines. But it didn't last long because I quite quickly had the opportunity to return to Milan."

Ferdinando Innocenti was assembling a team of technicians to work at his Lambrate factory. He only chose those whom he believed were the best. He had in mind an avant-garde study centre which he actually created, entrusting it to Professor Pierluigi Torre. Many engineers were called in, including from Isotta Fraschini, Lancia and Caproni. Giulio Alfieri arrived with the others. In those years the Lambretta scooter company had just been born. It had been a difficult project, which had taken longer than expected. Innocenti had carried the concept with him since the days when he had fled to Rome, to escape the reprisals of the Germans. Then he had tried to build it as quickly as possible, but at first his scooter did not stand comparison with the Vespa that had preceded it to market. It was therefore necessary to recover, get

back on top, grab the opponent.

Alfieri joined a team in charge of collaborating in the evolution of the project and it was to be the beginning of a long adventure. The Lambretta company became very successful, renewed its models and became more aggressive on the market. Meanwhile they also enjoyed great success on track. The great rider Masetti for instance, exalted everyone by achieving an extraordinary series of speed and duration records on the Monthl ry track.

However, Innocenti was never happy. He wanted more. A motorcycle for example. Alfieri was put to the test again and participated in the creation of a 250 twin-cylinder, then a single-cylinder 125 four-stroke.

One day when he was in Modena, Giulio Alfieri met Enzo Ferrari who shrewdly tested his willingness to go and work with him. Then, he thought about it. In 1950 he wrote him a letter also saying: "Dear Alfieri, you are so well settled in Milan that it would be too great a responsibility for me to remove you from that place of yours". Ferrari was obviously not in his destiny. Maserati was instead.

A few years later, he met the lawyer Donati and Commendatore Adolfo Orsi who offered him what Ferrari hadn't had the courage to ask him. Of course, he should have moved

immediately but in the meantime, he had set up home and family in Milan.

"I lived in Viale Romagna, a beautiful tree-lined road from which I could easily reach the Lambrate factory. Modena, however, seemed closer to me. It was certainly closer to my heart. So, when Commendatore Orsi renewed the invitation, I accepted. It was 1953 and it felt like coming home as Parma was now only a few tens of kilometres away. But the real reason was that I liked that new challenge. I felt their commitment and responsibility, and I was fascinated by them. At twenty-nine you are not afraid of anything so I dived in!"

He was immediately projected into a different world but he quickly took control of it. And after a year he was so well integrated that they appointed him technical director.

"Maserati meant competition. At the factory, there was only talk of racing. And all I did was design racing and sportscar engines." How many? "I've never kept an exact count: I think I've done 100, maybe more: 104 or 105.

"On the other hand, there were about 60 car models, including Formula, Sport and Gran Turismo. But I could never prove it. I've never drawn anything: I've only held the hand of an infinite array of modellers. I jotted down a few sketches and made many notes (and who knows where they ended up). I made calculations, I philosophised:

outrageous compositions that thankfully always had practical interpreters to whom I will always be very grateful. Even the drivers were perfect: Fangio, Moss, Behra, Villoresi.”

From that moment on, the history of Maserati became the history of Giulio Alfieri. Impossible to repeat it here. Dozens of books have been written, and more will be written, because it has been a long and exciting period that reaches almost to the present day. Alfieri recalls it by quoting the initials of some famous models: 250F, 300S, 450S, 150S, 200S.

He stops only when he remembers the Birdcage: “That model had a particular significance for me. It started as nothing more than a challenge with myself. I knew that my way of designing, of thinking, of building, of ‘philosophising’ was about to be overthrown by the times. And I, irrationally, wanted to rehabilitate it, give it the final definition. It was therefore an

extremely heartfelt, ‘suffered’ machine, almost a personal biography. I looked for extreme answers to questions that no longer arise.”

However, there was an Alfieri away from the racing cars. All of the classic Gran Turismo models such as the 3500 Touring, the Mistral, the Ghibli, the Bora and the Merak bear his signature. The list is that of all Maserati production, including that linked to the period of French governance, after the acquisition of the company by Citroen in 1968. Alfieri became the engine consultant at its technical office in Paris, a position which he kept until August 1975 when Citroën left Maserati to Gepi.

There would be no agreement with De Tomaso (who unceremoniously sacked the Chief Engineer as soon as he took over – Ed). He will not discuss it; all he will say is that “at 51, it's harder to get through a major life change without blinking”.

Alfieri, however, compares it with

what had happened to him 25 years earlier, when he had moved from Milan to Modena. He threw himself into consultancy roles with designs for Laverda and many other companies. Then he was called to Honda Italia in Atessa, of which he also became the president. Time flies: from 1979 to 1987 he was Chief Engineer of Lamborghini. He designed the new engine for the Countach and undertook many other projects, including some marine engines for offshore.

We have almost reached the present day. We listen to him as he speaks. His accent surprises us a little. It is not that of Modena and not even that of Parma. Strange, Parmesans never usually lose their accents but perhaps we are wrong.

The construction of his sentences is perfect and his accent reveals no affiliation but it has very particular characteristics. It has 'harmonic' tempos and 'brilliant' inflection. Did he perhaps get it from Maserati engines?



Alfieri on the Eldorado

*As a supplement to the previous article in La Manovella, Giulio Alfieri went on to recall the story of the Eldorado, one of the less successful Maserati racing cars. The concept was called 'The Race of Two Worlds', an attempt in the late 1950s to bring together the very different disciplines of European circuit racing and American oval racing. Monza was chosen as the venue because of its banking and a new Maserati was hastily built in order to take part. And why Eldorado – the sponsor of the car was the Eldorado ice-cream company from Naples. Translated by **the Editor***



The Eldorado is, in the world of Maserati production, a symbolic car. In fact, it is a symbol of a will, even with the contingent difficulties of the moment, not to abandon the path of designing racing cars and to continue the challenge over time to reconnect with by now ancient glories in the land of America.

The Eldorado was conceived and built in a very short time: from the moment of the idea to the realisation, no more than four months passed. In

fact, the construction order to the factory is dated 25 April 1958 and the delivery to the customer, 'Eldorado Sud-Napoli' is dated 26 June 1958. In fact, this period must be increased by the months of February and March intended for feasibility assessments, technical preparation and preparation of basic studies.

A car built in just four months demonstrated a firm will by Maserati to overcome their then existing financial difficulties as well as an aggressive desire to reconfirm their

undisputed dominance highlighted by the conquest of the F1 World Championship the previous year. Yet at that time the company was moving away from racing and attempting to reinvent itself with sports car production capacity. Eldorado was therefore a strange bet: against the laws that wanted to block the company's activity, against the severity of the financial world, against time, against the novelty of the specific experience of the new medium.



2

“We had to fight against the Americans who were experts in racing on circuits that allowed very high speeds without the use of gearboxes, with cars expressly built and responding to very particular conditions”.

Maserati had already won the Indianapolis race twice, in 1939 and 1940, and therefore the effort of the Eldorado company to try its hand financially to try to revive in Italy the glories of eighteen years earlier in America was justified. Maserati therefore made an enormous effort to get the car ready in a very short time and to make the start of this intercontinental clash. The results, to tell the truth, weren't too impressive. In particular they highlighted the lack of experience on this type of circuit,

which had very specific technical and sporting demands.

“It must be remembered that the creation of the car for this Formula involved the design and construction of a new chassis, a new differential, a new two-speed gearbox, new bodywork, a particular version of the V8 engine with a capacity of 4200cc, which was derived from the 4500cc engine, a redesign of our normal suspension components in order to adapt them to the overload conditions existing on the banked corners of the Monza circuit. In fact, the state of the track was one of the elements that most profoundly influenced the car's performance and also determined its fatigue life, due to the relentless pounding it received from the joints between the sections of concrete”.

Unfortunately, the car did not fulfil its task, but remained a symbol of production efficiency and a demonstration of the ability of the industry of those times to fulfil tasks and commitments that would be absolutely unthinkable today.

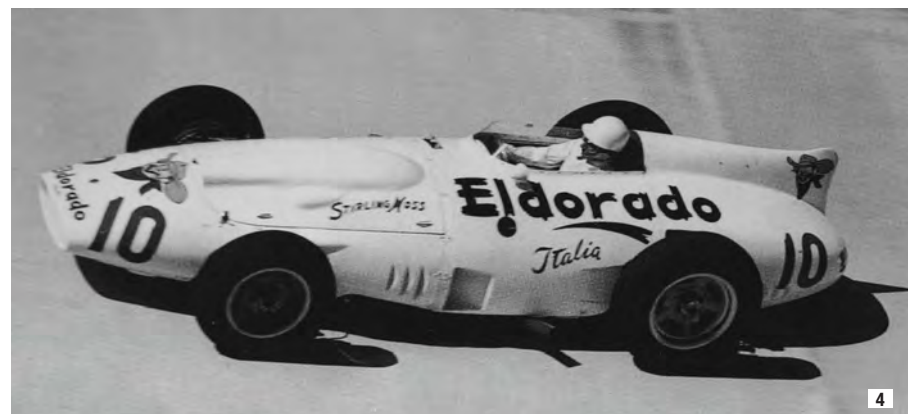
1 and 3. The immense Maserati 420M/58, otherwise known as the Eldorado, now owned by the Panini Collection in Modena. Photo: Michael Ward.

2. The Eldorado has visited Goodwood Festival of Speed on a few occasions, seen here tackling the hillclimb. Photo: Goodwood

4. The Eldorado as it was when new, on the banking at Monza with Moss doing his best until the steering broke. Photo: Maserati.



3



4

Khamsin: The Fittipaldi Test

In 1974, the leading Italian car magazine, Quattroruote, enlisted the help of star Formula 1 driver Emerson Fittipaldi, to roadtest the new Khamsin. Fittipaldi who had won the '72 Championship, was to win again in this year. He doesn't spare the horses but he really liked the car. Most interesting though is the background vibe of the impending oil crisis.

Reproduced with kind permission of their sister magazine Ruoteclassiche and translated by Phil Ward. Original photos by Ruoteclassiche.

Perhaps in the very near future it will be impossible to build cars like the Khamsin again: it could be the swansong of the powerful, luxury Gran Turismo. For a few more years, however, we are certain to find a hundred collectors in the world that will be willing to spend their money on this latest jewel – so Maserati say about the Khamsin.

Maserati's message is pessimistic, but even at the glorious Casa del Tridente they feel, like in all other manufacturers of the same type of car, the signs of a crisis that the automotive world is changing. In Italy and throughout the world, Maseratis, Ferraris, and Aston Martins are no longer the dream of enthusiasts. They are almost afraid to buy them, targeted by taxes of all kinds and by speed limits that exist almost everywhere, not to mention the breathtaking prices.

To be able to establish the production for an entire year, and thus ensure the existence of these specialist manufacturers, their 'agents' are often forced to travel around the world to assess the market. The commercial director of Maserati, for example, travelled far and wide this year [1974]. Even the Middle East was included to offer Maseratis to the extremely wealthy sheikhs, who in their garages already have a Rolls Royce and Mercedes.

The Khamsin, the most recent of the 'great' Maseratis, is the car chosen for the test by Emerson Fittipaldi, an F1 driver who is very happy with the birth of his eldest daughter Giuliana, but who by now this year too, beset



by bad luck, has lost many of his hopes of regaining the world title.

The Khamsin is a traditional Gran Turismo with a 5-litre V8 front mounted engine and four-wheel independent suspension, and with a modern body designed by Bertone. It was presented for the first time as a prototype in 1972. It can reach 275km/h and costs 18 million lire.

Emerson what do you think in general to the line and the bodywork of the Khamsin? If we're not mistaken, it's the first Maserati you've ever driven.

I had actually never driven a car from this manufacturer, and I felt the desire to do so because Maseratis are as famous as Ferraris. This Khamsin seems to me one of the most successful cars in its category. I think that with the traditional layout of the

mechanical parts it is very difficult to build a more beautiful car. I especially like the front end, with the large aggressive aspect, and the rear decidedly short and squared. The decisive 'cuts' on the sides and the very angular sections lighten the line and the dimensions. It seems to me that the Khamsin also stands up to the comparison with the Ghibli, which has been one of the most successful prestige cars in recent years. It strengthens my empathy for the cars designed by Bertone which for me are among the more successful in world production.

And the interior?

Overall it's good: the space allowed in the passenger compartment, which with mechanics of this type is never much, has been exploited quite well. The Khamsin cannot be considered a

true two plus two seater, however a third person can fit on the small rear cushion for short trips.

I don't like the interior finish and I would like it to be better trimmed. Many details such as the unpadding of the dashboard, the internal lining of the doors, and the central console are not acceptable on a car that costs eighteen million lire. I only hope that these are the inevitable defects of the first examples, and that they will be improved in future cars to come out of Maserati. The particular customers of such cars are very demanding, and do not accept 'deficiencies' of this type. However, some innovations such as the spare wheel located in the engine compartment and the 'additional' rear window are very functional.

How do you feel in the driver's seat?

It's undoubtedly among the best I've found in a Gran Turismo. Let's start with the driving position. The steering wheel is small but suited to the characteristics of the car; the steering column is adjustable in inclination, as in the smaller Merak. Also a very interesting detail is that the driver's seat can be adjusted in height thanks to an original system designed by Maserati. By simply pressing a lever on the floor, the seat base rises or lowers thanks to a hydraulic circuit.

As a result of these two adjustment

possibilities, each driver can find the most suitable driving position. Visibility is excellent, although the car is rather low and the waistline is high, you can always see very well to the side and at the rear. The rear windows allow excellent visibility even when manoeuvring.

All the main controls are within easy reach, however the shape, and the graphics of the buttons and their scattered arrangement on the dashboard and console are not practical and the tachometer does not read well.

I would have preferred the horn control on the spokes instead of the central button. Indispensable on such a car is the standard air conditioner, it's a pity that in the example I tried it didn't work very well.

The tailgate is practical for accessing the luggage compartment, but the suitcases, with this design, remain in full view, almost within reach of the bad guys.

You have tested the Maserati for a long time both on the road and on the track. What are your impressions of the engine?

With more than 300bhp it goes without saying that there is never a performance problem, especially these days and with existing speed limits.

The Khamsin's power delivery is not as violent as one might think, and delivered progressively, almost gently starting from 2000rpm, according to a very gradual curve which seems to be common to all V8s. It has excellent flexibility and silence at all speeds. Although fuelled by carburetors, even in the torrid heat – when I tested it there were 35-37 degrees in the shade – it showed no signs of vapour-lock or operating uncertainties even at lower revs. Undoubtedly the Maserati technicians could have obtained more horsepower from an 5-litre V8, but I think that greater power would have harmed the flexibility of the car.

Maybe it's absurd to talk about the maximum speed on cars like these now that in theory you can't exceed 120km/h. Were you able to push it to the max?

I had the possibility of reaching considerable speeds, however, the road was not sufficient to be able to obtain the maximum speed. When the speed exceeds 200km/h, very long launch bases are needed to be able to reach higher values. In any case, I noticed that the Khamsin reaches 220km/h very quickly, while it takes considerably longer to get to 240-260km/h. I was unable to drive beyond these speeds.





And how did you find acceleration and braking?

They are closely linked to each other, and above all they depend a lot on the characteristics of the engine.

The acceleration is progressive and never aggressive. Power and acceleration in the various gears is

very good and can also be exploited by less experienced drivers without the danger of finding themselves in difficulty.

What is most striking about the Khamsin is the possibility of picking up in 5th gear from low revs, even from 2000rpm without the danger of

'hiccups' or blockages. In short, it is a powerful car that manages to adapt very well to the characteristics and needs of modern traffic. It can be driven with complete peace of mind without having to resort to constant gear changes to keep the engine within acceptable revs. Even in the city you can keep it in fourth.

What did you think of the gearbox?

Not hard to work with well-thought out ratios. As I said, fourth gear can be maintained in many traffic conditions. Fifth is not only a motorway gear, but can also be engaged easily on normal roads with a heavy traffic. However, gear changes are not fast enough for a car of this type, and above all there is too much lever travel between one gear and another. Also, the position of the lever is also not correct. The noise when hot, with the gearbox in neutral is barely perceptible.

The power-assisted steering is derived from that of the Citroën Maserati, how does it behave in this car with such high performance?

It has a very particular behaviour, which I really liked. I'm sure it will also appeal to driving enthusiasts, who are often reluctant to accept such substantial innovations on sports cars.

LINEA	<i>de lissima per un motore anteriore</i>
ABITABILITA'	<i>normale per due persone</i>
ASSETTO DI GUIDA	<i>ottimo grazie al sistema regolabile dei sedili.</i>
STRUMENTAZIONE	<i>completa. difficoltà lettura contagiri</i>
VISIBILITA'	<i>buona in tutte le direzioni</i>
MOTORE	<i>sufficiente per una 5 litri</i>
VELOCITA'	<i>abbastanza elevata</i>
ACCELERAZIONE	<i>buona</i>
RIPRESA	<i>molto elastica</i>
CAMBIO	<i>troppa escursione leva del cambio e posizione sbagliata</i>
STERZO	<i>sensibile e precisa</i>
FRENI	<i>buonissimi</i>
CONFORT	<i>buona anche per lunghi percorsi</i>
TENUTA DI STRADA	<i>un po troppo sottasterante ma sicura</i>

[Signature]



Certainly those who will get behind the wheel of the Khamzin for the first time will be surprised by the extraordinary sensitivity of the power-assisted steering, because as soon as the steering wheel is touched, the car instantly obeys the driver's orders. A minimal movement to the right or left is enough for it to quickly enter the desired trajectory. This extreme precision, however, requires the driver to have a brief apprenticeship period. After a few hundred kilometres he will certainly appreciate the qualities of readiness which are decidedly superior to those of cars of the same

type. Furthermore, unlike other power-assisted steering systems, this one is still very precise and above all sensitive at high speeds. It is therefore very light and it can be turned by holding the steering wheel with just two fingers. The return is also fast at corner exits.

Braking is often a fault on heavy and fast cars. How do you rate the brakes of the Khamzin?

I have to repeat the same considerations made for the steering. Here too the pilot will initially be surprised by the sensitivity of the

brakes. It is enough to lightly touch the pedal for the Khamzin to stop instantly. Here again, a short period of practice is needed to get the right foot used to the extreme sensitivity of the system and therefore to adjust the braking effort. What matters most is its resistance in the most extreme conditions of use. I pushed the Khamzin both downhill and on the track almost to the limit, with very high external temperatures, yet the brakes never faded, nor did any lock up occur. Even on the Casale track I tried in vain to find faults. The discs smoked but always maintained an





excellent braking action. I can say without a shadow of a doubt that the Khamsin is one of the safest Gran Turismos when braking.

And the comfort?

Very good for a car of this kind. The two front seats are comfortable, they hold well even in fast corners and mechanical and aerodynamic noise are contained. The suspension, although sporty, is comfortable, and this is all the more appreciable when one considers that they must be efficient even at extremely high speeds.

We now come to road holding. What are the most significant characteristics of this Maserati?

Overall handling is good. You immediately notice that the

suspension set-up has also been designed for the ‘normal’ driver. Maserati preferred to build a safe car for everyone instead of a true sports car. In fact, its cornering behaviour is clearly understeer. No matter how many manoeuvres are made with the steering and the accelerator, it always points towards the outside of the corner, and it is difficult to change its trajectory – even by braking. Personally I would have preferred a set-up with different characteristics and front suspension with different settings, so that this trend would be greatly attenuated. Instead, to have a better sporty drive, it should first have slight understeer, and then when you accelerate, have slight oversteer. That is, it should close the corner with its tail.

Perhaps by softening the front

suspension, this type of behaviour could be obtained, which I consider more suitable for a sports car. I repeat, its understeer seems too pronounced to me.

The limited roll of the car when cornering is also a characteristic, and this is definitely a plus. Even when the tightest bends are tackled decisively, the Khamsin remains rigid and is always rigorously parallel to the road. Even taking into account the understeer the Khamsin, in normal driving, has a very easy and above all very safe driving behaviour.

Below: A new Khamsin in Celeste blue outside the Maserati factory in around 1974. It appears to be right-hand drive but on closer inspection you can see that the negative has been flipped.



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Club Events

2022 Last Quarter Review

The Editor reports on the NEC Classic, the Christmas Lunch in London and the annual Club awards at the end of last year.



In the last quarter of 2022, the Club participated in the Classic Car Show at the NEC Birmingham. The show, revitalised post-Covid, was as large and popular as I think I've ever seen it, with some 3000 cars on display with dealers, Silverstone Auctions and of course the Clubs. Our own Club stand, organised by our then Chairman and run by Edwin Faulkner and team, featured six Maseratis from a broad age group.

Our theme this year was racing cars and road versions and we almost achieved it! The newest pair

represented an era of Maserati that has only just ended with Stuart Winterton's GranTurismo MC Trofeo, which was our cover car in Trident 144, and Brian Harris' GranTurismo MC Stradale. Some might say that this is challenging the brief of what constitutes classic, but not only are these cars modern classics, they are also representative of an age of car which is currently very popular amongst the Club membership.

The next pair were from the 1990s. Doug Blair's Ghibli Open Cup, making its NEC debut post restoration

by Emblem Sports Cars and John Scott's recently acquired Ghibli Cup road car, well-known in the Club as having been previously owned by Douglas Lowndes and before that Duncan Mitchell.

The final pair were the oldest. A 1954 A6GCS second series, loaned by Martin Chisholm at the Classic Motor Hub for the event and Adam Painter's 1935 4CS. Both of these cars were intended for racing and road use!

Elsewhere at the show, the star car was undoubtedly a coup for the Lancia Motor Club, as they had

1. Brian Harris's awesome GranTurismo MC Stradale representing modern Classics at the NEC last November.

Photo: Editor.

2. Stuart Winterton's MC Trofeo also brought in the younger crowd.

Photo: Editor.

3. Generously loaned to the Club for the NEC by the Classic Motor Hub. After an illustrious early racing career including participating in the Mille Miglia and Targa Florio, this A6GCS, chassis 2066, was exported to South America, where it was found in a dilapidated state in the early 1980s. Once restored it was bought by the current owners in 2006.

Photo: Editor.

4. Doug Blair's freshly restored Ghibli Open Cup at the NEC. A real racer for the road, spotted mixing it with the Sunday evening traffic on the M1 after the end of the show!

Photo: Editor.

5 and 6. Traditional surroundings in central London for the Club Christmas lunch at the Oriental Club in December 2022. Photo: Editor.

secured loan of the extraordinary Stratos Zero concept car from a private collection. Wonderful stuff and with large stands for Alfa Romeo, Ferrari and even De Tomaso, the Italian flag was well and truly flying over Brum.

The Club would like to thank all the owners who provided their cars, the organisers, Michael O'Shea, Edwin



Faulkner, Keith Davies and the many members who volunteered to help on the stand at various times during the show. Such was the success of the stand that we will be back in November this year. If you fancy helping out, we're always looking for volunteers.

Just a few weeks later on the first Sunday in December, Club members met for the final event of the year, the Christmas Lunch, organised by our Events Co-ordinator Gail Mosley. This year for the first time, the venue would be The Oriental Club, in Stratford Place, just off Oxford Street in central London.

Founded in 1824 as a haven for Noblemen returning from the Eastern Empire, The Oriental Club cites the Duke of Wellington as its first and only President. Sadly, our own President couldn't make it on the day, but MC duties fell to Michael O'Shea, aided by John Bennett.

After an increasingly noisy pre-lunch reception, over 80 members and

guests were led into the traditional dining room to sit down for what would be an excellent lunch. There was a great feeling of bonhomie in the room, which only increased in direct proportion to the decreasing wine allowance. Raffle tickets were sold by the usual suspects to the unsuspecting and as we drifted delightfully from dessert to coffee, the formalities started.

I say formalities, for there was much chaos in the calling of the raffle numbers, leading to much hilarity. And then Michael Roberts, Chairman in waiting, stood to host the auction, which was by then a tough gig. Notwithstanding that, and the fact that the treasurer Luq Niazi waded in to secure the most expensive lot of the afternoon (always diligent in his protection of Club funds), it was a great success and subsequently a large charitable donation was made.

This was followed by the Scrolls of Honour, the main Club Trophies, which are awarded annually. Firstly,





the T.A.S.O Mathieson Trophy (Victor Ludorum), presented to a member for best use of a Maserati or promotion of the Club. This year, it was awarded to the 'A' Team, which was a very popular choice. This threesome, made up of Edwin Faulkner, Keith Davies and Dave Smith, have between them run many events for the Club, specialising in organising the stands at the NEC Classic Show and Silverstone Classic Festival.

The Anthony Hartley Trophy is awarded to the best Club event and this year went to Michael and Marie-Elisabeth Miles, for their Cameron Millar Spring Meeting in Alsace, which we reported on in Trident 145. Marie-Elisabeth was also the winner of the Vera Cooper Rosebowl, presented to a woman who has made a significant contribution to the Club. Not only does she co-organise rallies with Michael, both here and in France, but she is also a regular and valued contributor to Trident!

Another person who has made a significant contribution to the Club

over many years is Dave Smith, who this year is retiring after 25 years as Club Administrator. It was therefore fitting that Dave should be awarded the President's Trophy for 'meritorious service'. The Vice-President's Trophy was awarded to Gail Mosley, whose tireless and consummate organisation and coordination of events continues to benefit us all.

In previous years, the Racing Trophies were also presented at the Christmas Lunch, but sadly these days there are so few Maseratis raced by members of the Club that it is no longer viable to run these competitions. And finally, it was reported that the Peter Martin Trophy, which is awarded annually to the winners of the Maserati International Rally, was actually awarded by the Swedish organisers to themselves. Lost in translation possibly? Peter would have at least found that amusing.

And so as the Christmas lights went on in Oxford Street, carriages were

ordered. Shanks' pony to the Tube for Mr and Mrs Editor. We should do this again. Oh yes, we are...

7. Presenting the Scrolls of Honour after the Xmas Lunch. The Chairman, Michael O'Shea, presenting Michael and Marie-Elisabeth Deroche Miles with the Anthony Hartley Trophy in recognition of their superb rally in the Alsace in Spring 2022.

Photo: Sarah O'Shea

8. Marie-Elisabeth was also a very deserving winner of the Vera Cooper Rosebowl for significant contribution to the Club by a woman.

Photo: Sarah O'Shea

9. Former Chairman Michael O'Shea presenting Dave Smith our retiring administrator, with the President's Trophy. Photo: Sarah O'Shea

10. And finally, the President awards the A team of Dave Smith, Keith Davies and Edwin Faulkner with the TASO Mathieson Victor Ludorum (this presentation actually took place during the recent Spring Rally in the Lake District). Photo: Dave Smith

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The Northern Lights Dinner

On February 5th, over 50 members met up for the 2023 Northern Lights Dinner at the Maynard, Grindleford in the Peak District, Derbyshire. **David Timmons** reports on the event with photo by **Jacky Wood**.

The weather forecasts in the weeks running up to the event were truly awful. In the event the forecasters got it hopelessly wrong as we were blessed with beautiful weather which allowed us to see the Hope Valley in all its winter glory. The Maynard, which is set in secluded countryside, has been decorated in a contemporary style whilst retaining many original features. The hotel took its name from the Maynard family whose ancestry goes back to the battle of Agincourt in 1415. The hotel grew with the coming of the Midland Railway and became famous for hosting many international touring cricket teams, including the 1938 Australians under Don Bradman. To accommodate everyone, Gail Mosley had arranged additional accommodation at the nearby George in Hathersage.

Glenys and I were joined for the weekend by Jacky Wood, and we started on the Friday night with a 'pre-Maserati evening' at home reminiscing and toasting 'absent friends'. Jacky provided some of Graham's much sought after Trappist beer together with a rather special Belgian whisky which was the equal of many a Lowland Malt. We set off from Sussex in fine spirits the following morning in Jacky's Alfa Stelvio which gave me another chance to compare it with the Levante – a distinction that divides opinion.

We decided to take the M1 but stopped off for lunch at the Boat Inn at Stoke Bruerne on the Grand Union Canal. For members who are canal fans this is a must-see site steeped in canal history and with a delightful

small museum. Whilst here, Jacky introduced us to the delights of geocaching – look it up if you're confused.

After checking in and 'car spotting' we were soon down for pre-dinner drinks followed by a convivial meal. It was good to welcome new member Shamoil Karimjee from Manchester, and Alan Steward who was attending his first event. Glenys was impressed when Sham told her that he had bought a Levante for his Mum. There was a lively raffle chaired by Alex Jackson. Some excellent prizes of which one or two looked strangely familiar, and one of Alex's torches seemed to be in particular demand. Thanks to JCT 600 Bradford for their sponsorship of the pre-dinner drinks reception and raffle prizes. Additional raffle prizes were supplied by, amongst others, David Mellor Cutlery and Wolf Safety Lamp Company. Many, many tickets were purchased with the proceeds supporting a worthy cause – Sheffield Children's Hospital Charity.

The hotel service was excellent and the vibrant atmosphere in best

Maserati traditions with the usual suspects last seen at the bar late on.

It would not have been a proper motoring weekend without at least one vehicle mishap. John Lamden's 3200 managed to shear a spark plug, an occurrence that John had not seen before in over 30 years in the car business. It could have been a very serious problem but, in the nature of Club events, all turned out well. John contacted a friend in Manchester who quickly sourced the necessary parts, which the AA drove there to collect. On return, the replacements parts were successfully fitted by John and the AA in what was not an easy task. John was scrubbed up and changed in time to accompany Diane to the drinks reception. Well done the AA.

Breakfast had an extensive menu and was suitably leisurely. On the way back Glenys, Jacky and I took time out to see some more of the Peak District National Park and arrived back in Sussex to the most glorious sunset and a full Snow Moon.

Thanks to Gail and Alex for putting on a splendid event and for arranging transport between the hotels.



The Classic Motor Hub lunch and Treasure Hunt

On March 25th, the Classic Motor Hub in Bibury once again welcomed club members for the day. 22 members plus partners enjoyed a scenic tour of the Cotswolds, a great lunch and also the opportunity to see round the 'hub' and some of the delightful Maseratis that are currently for sale there. Photo montage by **Dave Smith**.





1. Club President, Sir Drummond Bone, arriving in his Quattroporte and suitably attired in matching blue and yellow.

2. Jerry Hutton's Sebring series 2 on its first trip post a year-long body restoration, now looking resplendent in dark blue.

3. Andy and Teresa Lerry brought their classic Italian pair, Sebring and

Fiat OSCA cabriolet.

4. Currently for sale at the Motor Hub is this stunning 1934 4CS, chassis 1520. With much work carried out by Sean Danaher and a good track record on the event, this car would be a perfect Mille Miglia entry.

5. This A6GCS monofaro (single headlight) has been recreated using an original engine and gearbox but with

replacement chassis and body. While that means it isn't as desirable as a complete original, it also means that it might give a few mere mortals a chance to experience a car of this type without re-mortgaging.

6. Winners of the Treasure Hunt/road route, Mick Sheppard and Melissa Fray were presented with a suitably adorned hamper.



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Cameron Millar 2023 – The Solway Firth and Cumbrian Coast

*This year's Cameron Millar Spring Meeting took place between the 4th and 7th of May and was organised by Colin and Catherine Addy. Report by **Drummond Bone**.*



The Scots had it easy – even from north of the Forth it's less than two hours to Gretna, so Vivian and I had the QP down in time for a walk around the Smithy – not guaranteed to make you want to elope there – before drinks and dinner. Others came from a mite further away – Julia and Angelo from the deep southwest, Michael and Marie-Elisabeth and Jérôme and Carole we assume from across the Channel. The consensus on the first night's hotel was 'but the food was good', 'yes, but the food was good', or 'well, but the food was good' – and it was.

Different story for the next days when the architecture was something to marvel at, but we'll come to all that after surviving the signs along the

coast road on Friday morning which said 'if there is water here it will not be more than two feet deep', and then 'if the water is here it will not be more than three feet deep' – luckily that was the deepest of the threats. What a strange and wonderful part of the world – we were not alone in never having been there before – from rich villages just South of Carlisle out towards the sea where there's not much but a flat expanse of mud, though somehow dramatic with it. We kept circling a huge radio transmitter which our road book told us broadcast the atomic clock, and that clearly upset the QP's analogue version, sending it whirring round noisily through 24 hours to recapture the (presumably) correct time. Because of the circling bit my personal in-head

GPS was also upset and Vivian had to keep explaining we were travelling East when all logic said we should be going West.

Anyway, on to Allonby for coffee and a Treasure Hunt. Vivian and Jacky Wood set off to take the task seriously, though not as seriously as Roger Epszajn who (allegedly) was bribing locals with beer for the answers. I however was asked by a local Jack Russell to throw her ball, yes again please, which gave me an excuse to take things more casually. At the Greenhill Hotel in the middle of a beautiful wooded nowhere for lunch 'yes, the food was good', not a 'but' in sight this time, lovely building, lovely grounds, the only complaint being that for a supposedly light lunch there was a lot of it, and a



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long drive to follow. Mind you, the long drive was pretty fab, suitably bendy, suitably empty – though there was that cyclist proceeding downhill at 50mph behind us just before we had to turn left – and there was St Bees seaside in wonderful summer sunshine, complete with a proper seaside shop that sold buckets and spades and whirligigs which we only just escaped buying. Pictures on the beach to prove it all. More give and take roads, largely now in rich wooded country, hilly but not the mountains one thinks of in the Lake District.

And so, tired but happy, as all the best holiday essays say, to the Abbey House Hotel on the outskirts of

Barrow-in-Furness, a super Lutyens building, looking as if it had just escaped from Delhi, in red local stone, built in 1914 for the boss of Vickers, when ships were still built in Barrow. Wonderful grounds too, backing on to the Abbey itself. Saturday of course was Coronation

day, watched in a jolly community by some (including a patriotic Union Jack dress), in bedroom isolation by others, and possibly avoided by a few altogether.

The road book gave us suggestions and I did both railways and cars in the afternoon – saw the 15.20 piloted by

1. *Spring Meeting in the Lakes. A stop at Allonby on the Solway Firth.*

Photo: Dave Smith.

2. *Lunchstop at the Greenhill Hotel near Wigton. Typical Cumbrian sky.*

Photo: Jim McBride.

3. *Simon and Caroline Edwards' QPV preparing to leave Greenhill Hotel on road route. Photo: Jim McBride.*

4. *Norman Geddes' fabulous early Indy at Greenhill Hotel.*

Photo: Jim McBride.

5. *Great photo of the Bateman Bora at rest at Greenhill Hotel.*

Photo: Jim McBride.

6. *Pete and Trudy Stewart in their GranSport working out how to get through the traffic! Photo: Jim McBride.*



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tank engine Princess leave Haverthwaite, and drooled over a Traction Avant Citroën Maigret-style at the Newby Bridge Lakeland Motor Museum – except this one wasn't in the museum, but splendidly in the car park. Then it was back for drinks not to be missed on the terrace in the evening sun – Bill Dryden and Jan, John and Susan, your correspondent, funny how the Scots cluster for the g and t hour. And that was before the champagne reception and the splendid dinner, where the no-fixed places rule worked well and managed to shake the regional and social kaleidoscope – though oddly there was one empty table 'reserved' on the Friday, presumably in advance of the organisers' table for the Saturday! We ate with different groups at every meal, some old friends some new.

Sunday was another scenic and architectural high-day, Holker Hall and then the wonderful hidden gem of Leighton Hall near Kendal for lunch (Maseratis arriving from different directions which might have been the road book but might have been the navigators), concealed in its saucer shaped park, designed, as its delightful chatelaine Susie Reynolds explained to us, not by anybody but Capability Good Luck. Pictures to prove that too. And then that was it, for us back to the reality of the M6 and the M74. Some took home prizes to cheer up the homeward drive:

The Coup de Coeur was presented by Michael Miles for services to the



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7. Better weather at St Bees with Maseratis taking over the beach car park. L-R Peace 3200 GT, White Spyder, Epsztajn Sebring, Webber GS Spyder and Holmes Ghibli SS. Photo: Roger Epsztajn.

8. Cars arriving at Leighton Hall for lunch on the last day. Photo: Dave Smith.

9. Parking completed and time to take in the splendour of Leighton Hall near Kendal. Photo: Dave Smith.

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10. Angie and David Daw collecting their prize for winning the Allonby Quiz. They would also be awarded the Coup de Coeur. Photo: Dave Smith.
 11. On behalf of Team Epsztajn, Roger is presented with the overall winner's trophy, the 'Squashed Frog' by co-organiser Catherine Addy. Photo: Dave Smith.

Club to David and Angie Daw. The Abbey House Hotel Team voted Roger and Helen Epsztajn's Sebring Series 1 their Favourite Car. The Allonby Quiz winners were first place: David and Angie Daw, second place: John Jackson and Katie Bell, third place: Jacky Wood.

Runners up in the Maserati Quiz were in equal third place: Team QPI (Edwin Faulkner and John Moon) and Michael and Sarah O'Shea. In second were Arthur and Di Kelly and our winners, who were awarded the Squashed Frog trophy as overall winners were Roger and Helen Epsztajn.

There was only one mechanical hitch; Derek and Chris Mills' Merak broke down on the way to the event and they sadly returned home. They were missed.

Many thanks are due from all of us who participated to Colin and Catherine for a superbly organised event, which attracted a great mix of cars (see the panel) and managed to persuade the weather gods too.

Spring Meeting , The Solway Firth and Cumbrian Coast - Entrants

Colin & Catherine Addy	Audi Q3
Peter Bateman & Kathryn Remington	Bora
John & Susan Bennett	Indy 4.9
Drummond & Vivian Bone	Quattroporte V
Keith Davies & Dave Smith	222E
Angie & David Daw	GranTurismo S MC Shift
Michael & Marie-Elisabeth Deroche-Miles	4200 Spyder
Bill Dryden & Jan Parmenter	90th Anniversary Spyder
Simon & Caroline Edwards	Quattroporte V
Roger & Helen Epsztajn	Sebring Series 1
Edwin Faulkner & John Moon	Quattroporte 1
Steve & Sarah Fowler	GranTurismo Sport
Simon & Barbara Frodsham	Levante S
Norman & Martin Geddes	Indy
Roger Hammond & Kaye Edwards	4200 Spyder
Julia Hitchon & Angelo Incorvaia	GranCabrio sport
Peter & Simon Holmes	Ghibli SS
John Jackson & Katie Bell	GranSport Spyder
Alex Jackson & Ruth Montgomery	Ghibli Cup
John Karaszy-Kulin & Laura Ross	Quattroporte
Arthur & Di Kelly	Ghibli
John & Diane Lambden	4200 Spyder
Jérôme Létuvé & Carole Létuvé	4200
Douglas & Liz Lowndes	GranTurismo
Derek & Chris Mills	Merak SS
Sarah & Michael O'Shea	GranSport Spyder
John & Jacqui Peace	3200GT
Philip & Jane Pearson	GranTurismo Sport
Mike & Shirley Pilgrim	GranTurismo
Pete & Trudy Stewart	GranSport LE
Eric & Debs Toft	GranTurismo Sport
David & Conrad Webber	GranSport Spyder
Charles (Buzz) & Tanya White	4200 Spyder
Jacky Wood	Alfa Romeo Stelvio

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BOOK REVIEW:

Confessions of a Test Driver

Engineer, racing driver, race driving instructor, motoring journalist and Club member, Roberto Giordanelli, has recently published an autobiography. Review by **the Editor**.



Coupes) since the late 1960s. However, most will know the name from *Auto Italia* magazine. Roberto was one of the founding contributors and his journalism helped in no small part to establish the magazine that is still running today. It is therefore not surprising that when he decided to write his memoirs, he chose *Auto Italia* to

design, illustrate and publish it, and the result, *Confessions*, has recently been released. that interest him. Initially it seems a little overwhelming as both text and the copious accompanying photos bounce around between subjects and eras, but the reader soon grasps the rhythm and as always, Roberto's unique style draws you in. One moment he can be discussing turn-in and how best to adjust an anti-roll bar and the next speculate on how many coffee beans it takes to make an espresso. It's all analysis, I guess and there are few motoring journalists who can analyse a racing car and then write about not only how it drives, but also how it could be improved.

There can be few Italian car enthusiasts in the UK who have not heard the name Roberto Giordanelli. I first met him when he was racing a Group A Maserati Biturbo Coupe in the mid-1990s in the British Touring Car Championship. He had built the car himself as at the time was running the preparation and restoration company, Rossi Engineering. But some of you will remember further back, that he had already been racing a variety of cars (from E-Type to Alfa Giulia

design, illustrate and publish it, and the result, *Confessions*, has recently been released.

After an introduction and a brief preamble on his formative years, the book begins in earnest in 1992, when his journalistic career took off, and then proceeds in a loosely chronological order, each chapter describing the high points year by year. These range from test drives for articles, road trips, races, cars he has built or restored, as well as his private life, but there are also many diversions to other subjects

There cannot be much in the Italian back-catalogue that he hasn't tested or raced over the years and all are covered here and in the same style, unphased by value or rarity. There is often humour in the writing, sometimes a little anecdotal whimsy

1. *Scuderia Britalia Biturbo in the early 1990s. Roberto poses while pondering how to stop the diff from melting.*

2. *Writing notes about the rear wing of an MC12, at the Bologna show.*





but always honesty, which distils every conclusion down to; ‘is this a good car to drive? And if not, why not’.

The Maserati content includes not only the early Biturbo racer, but also racing the Natty Racing Ghibli Open Cup (see Trident 142), writing features and track testing classic road and racing cars, press launches of more modern cars and racing the Trofeo versions of the 4200 and the GranTurismo.

Of course, this is also a book about people. Family, friends, colleagues and those who have helped along the way all get a mention, as well as some of the more illustrious personalities that he has met and worked with, from Santiago De Tomaso to Johnnie Herbert. And some familiar Club members also feature including pieces on driving our President Drummond Bone’s Barchetta as well as accompanying him on the Mille Miglia and another track testing the Cooper Maserati belonging to Michael O’Shea.

Intertwined between sections of the original articles runs a behind the scenes commentary, as it says on the

cover ‘the story behind the stories’, explaining how some of these articles came about and what is actually involved in racing either your own car or someone else’s. It is fascinating to read the background and for me in particular brought back good memories of Auto Italia trips to Italy. But what of the actual ‘confessions’ of the title? Well, in the spirit of the old ‘Went the day badly’ series of articles, there are some stories here that have never come out before. I will leave the reader to explore these in more detail, though they are easy to find as most are followed by the word ‘allegedly’ in brackets, but in reality, given the number of different cars and races that he has been involved with over the years, I would say that the day mostly went well and therefore the title is a little misleading. This is a celebration of a wonderful motoring life.

After closing Rossi Engineering in 2000, Roberto began (yet) another career as a qualified racing instructor. Now he could not only set up your car for you but also teach you how to get the best from it. For all that this book includes many deviations on Roberto’s

3. Cameron Millar 250F test at Chobham a highlight.

4. The Bone Barchetta at the Silver Flag Hillclimb, sometimes driven by Roberto.

5. Sorting the Cooper Maserati on track for Michael O’Shea.

6. MC Trofeo racing surprisingly competitive.

pet non-motoring subjects, such as politics and power boats or travelling in Italy, the reader is left in no doubt that his first love is racing. It permeates every part and bringing us up to date, even after more than five decades of lining up on the grid, he continues to look forward to that next race. As he says himself, ‘you’re only as old as your lap times’.

Beautifully illustrated (thanks in greater part to Phil and Michael Ward) and with a lively design (Michael again!), this is a great read and even after 240 pages, you will finish it wanting more.

Confessions of a Test Driver by Roberto Giordanelli costs £45 and is available directly from Roberto’s website at www.roberto-giordanelli.com.

NEW EVENT

NEW EVENT

Autumn Italian Car Day



**Tea at the Towers
September 24th**

AUTO Italia
MAGAZINE



Carlton Towers, Yorkshire

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Italian Car clubs should register their interest by emailing claire@auto-italia.co.uk



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Back Catalogue



Probably as close as this Editor will get to battery powered Maseratis (unless anyone has a WW2 Elettrocarro for roadtest). This catalogue of Maserati batteries and their applications dates from August 1961, a product of course of the separate company set up during the Orsi era to produce batteries, spark plugs and motorcycles (see Trident 145). The listing does include battery options for the Maserati 3500GT and 5000GT models but it is a reflection of the times that there were still relatively few cars for sale in Italy in 1961 and a larger part of the catalogue is devoted to batteries for all the different tractors then available.

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