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The Maserati Club Magazine





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Cover:

Ghibli Open Cup 00361303 photographed on the banking at Chobham in 1999 with the Club President driving!

Behind, the ex-Harry Metcalfe Ghibli Cup, with then-owner Scot Crane at the wheel.

Photo: Phil Ward/Auto Italia.

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From the Editor

Andy Heywood

In this job, it is very easy to become submerged in a world gone by. During the last few months, I have made numerous excursions back to the immediate pre-war period in search of the English racing driver Johnnie Wakefield and his Maserati 6CM in preparation for the article in this issue by David Zeunert and the photographs that accompany it. And as my wife will agree, it is easy to get left behind. When asked what I have been doing all day, I cannot help but recount stories from this old world of privilege and adventure. As a result, she now has a working knowledge of pre-war Maseratis and the Brooklands race cards, though whether she wanted them is debatable.

There was such a feeling of camaraderie amongst the drivers and patrons of the sport back then but I have to say that during this process, I have also been bowled over by the enthusiasm and willingness to help of the various present day authors and historians I have talked to about this article.

I had been checking my Orsini and Zagari for race reports including Johnnie Wakefield when I saw a photograph of him sitting on the pit counter for the 1939 Coppa Principessa di Piemonte race in Naples. Diana Spitzley from the Spitzley-Zagari archive was able to supply Trident with the original and it is featured in the article with thanks. However, I decided to send a scan of the picture to the Wakefield biographer John Barker in case he hadn't seen it. By return, he sent me

another picture of the same event, taken from a different angle and by a different photographer, but clearly showing Johnnie still sitting on the



pit counter between Emilio Villoresi and Bindo Maserati. There can only have been seconds between the two shots and for a moment, I felt as though I was there. It was over 80 years ago and yet historians all over the world, sitting at their distinctly post-1930s computers, can piece together the elements that make up a great story. I hope you enjoy it.

One person who really can say 'I was there' is Daniel Corbett, though not, I hasten to add, in Naples in 1939. His article for this issue, recalling a trip with his father, when Daniel was just a teenager, to the 1956 Italian Grand Prix (then called European Grand Prix) at Monza recalls the glory days of post-war motor racing and the resilience of Maserati against the rising might of

Ferrari. Of the 27 cars lined up on the grid, 11 were Maserati 250Fs, some works cars and others entered by privateers. The photographs that accompany the article were all taken by Daniel at the time and many are being published for the first time.

Stirling Moss won that day, in the offset 250F #2525, though not without drama as you will read. What is truly incredible is that a year later, a small boy drove a children's replica of the same car around the yard at the Maserati factory and tells that story in this very Trident – See the letter from Adolfo Orsi entitled 'Miniature Maseratis'. It is a small world, or 'piccolo mondo' as our publisher Phil Ward is prone to say, but in a Yorkshire accent. Elsewhere in this issue both Adolfo and Phil tell the story of the Ghibli Open Cup series, which ended 25 years ago.

It may be a small world, but it is one we have all been forbidden from discovering for the last eighteen months. The Chairman's report at the recent Club AGM was probably the shortest in living memory and while normally that might be considered a good thing, this time it only reinforced the severity of the break in all our activities.

For Daniel Corbett's father, the war was no more than a pause in activities and he soon resumed his annual continental travels. And we will do the same. In this issue, we cover the first two Club events to take place and while others have been further delayed, it is our hope that by the winter issue, we will be able to bring you event reports from the present day, as well as from the 1930s.



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Letters

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

PERPETUATING THE MYTH

The letter from John Bennett in Trident 141 rang many bells for me. John mentions Trident 51, Winter 1990, when he and Peter Rae jointly took on the Editorship and he was amazed to find a report on the first Scottish Rally, organised by John, Peter and Drummond Bone. I hope he approved - he is a stickler for correct grammar, because I wrote that report. I have been interested in photography for more than seventy years, longer even than Dave Smith! I supplied the cover picture of Roger Stones's 450S replica. This brings me to John's next subject, what he recalls as the obituary of Juan Manuel Fangio in Trident 54, and which, to the everlasting cringe-making embarrassment of all concerned his second name was written as non-automatic, i.e., Manual. In fact, it was some time before his obituary and was actually another piece I had written, to accompany some of my photographs. I know this because of what happened next.

I spoke to Cameron Millar and since



he knew Fangio personally and there was one of his CM 250F cars in Fangio's garage in Argentina, I asked him what he thought about sending a copy of Trident 54 with the Club's best wishes on the occasion of his 80th Birthday. Cameron was enthusiastic and since my Spanish is zero, I asked my daughter who was at university if she could ask someone reading Spanish to translate a letter. I admit that I had an ulterior motive. I wanted Fangio to autograph a photograph, actually the upper shot on page 23, which was one of a series I took on Practice Day of the 1957 British Grand Prix held at Aintree. There was nobody there and I was able to stand with Motor Sport's respected scribe Denis Jenkinson at the pit lane entry getting shots of the



whole field. Still ignorant of the Manual clanger, Trident 54, photograph and letter were mailed. Fangio immediately wrote back, enclosing the autographed half plate black and white print dating it 15th October 1991. It was addressed to Hanny Cate! What a gentlemanly way to even the honours!

Henny Cate.
Mobberley

MINIATURE MASERATIS

Following the interview in Trident 141, perhaps the UK Club members would like to know more about the miniature Maseratis in my studio.

My first memories are related to the first automobile I drove. I was only five years old. It was the winter 1956/1957 and it was a Maserati! Yes,

1, The photograph signed by Fangio for Henny Cate. It shows the Master aboard his 250F and in discussion with Bertocchi before practice for the British Grand Prix at Aintree in 1957 and was first published in Trident in 1991.

Photo: Henny Cate.

2, A close-up of the dedication that so amused our correspondent.

Photo: Henny Cate.

3, In January 1957, a young Adolfo Orsi acted as Maserati test driver in a prototype children's version of the 200S.

Photo: Adolfo Orsi Archive.



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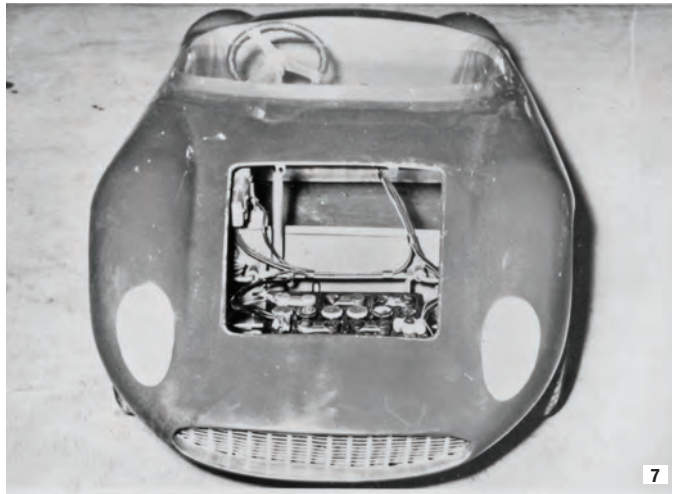
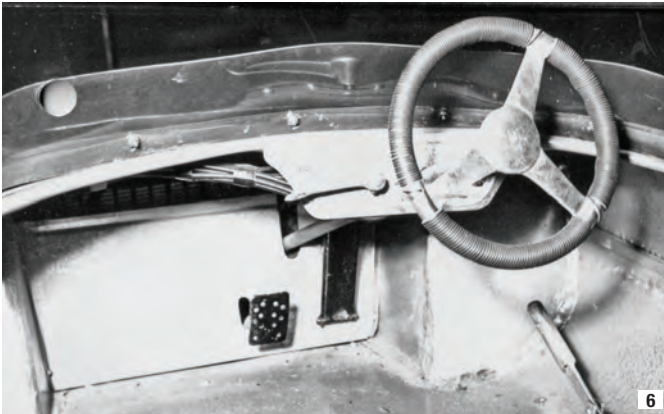
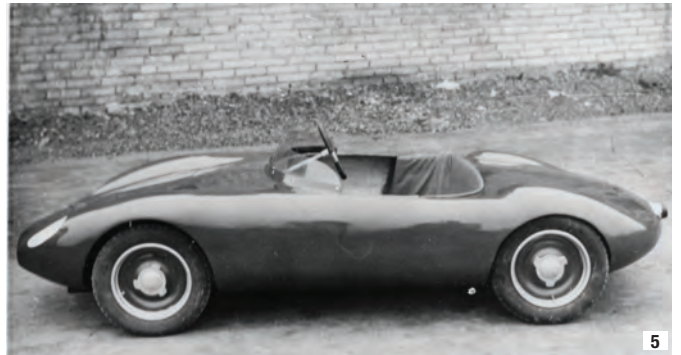
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I was a lucky boy, my family owned Maserati, and my first automobile was a Maserati, a racing electric Maserati built for children.

Most of us are aware that Bugatti built in 1927 electric cars for children, the famous Baby Bugatti, an exact reproduction of its Type 35. Bugatti built ca. 500 examples, sold to royalty. In the Fifties, Maserati had the same idea: first, they built a single-seater, the body was by Medardo Fantuzzi (the same coachbuilder of the Maserati sports and racing cars), following the line of the 250F that had won in Monza, driven by Stirling Moss, the European Grand Prix in September 1956. It was a monocoque in steel, built with care and love by Fantuzzi, like the real car, had forward/reverse gear, drum brakes, real suspensions, a wood-rim racing steering wheel, it was a real piece of art.

It remained a prototype because, probably Fantuzzi was much too busy crafting bodies of real racing cars, or, most likely, it would have been too expensive to produce even for rich

customers. Maserati moved then to the project of a sports car version, similar in shape to the 200S/300S sports 2-seater, which were driven successfully at the time by Fangio/Moss/Behra and others. The body was also in steel, they were built by an outside supplier, they were also very nice, fitted with front headlights, the front hood was detachable to permit to charge the battery.

There is a photo of me inside the factory in January 1957 testing the prototype, with the race helmet and goggles. I was the Maserati test-driver because I was the only one in the factory who could fit into the car. I clearly remember the day of my 6th birthday, the 20 May 1957, I went to the factory with two of my dearest friends and we had a three car race in the courtyard of the factory. They were able to reach 12 km/h but I still remember the impression of speed. What a fantastic day. The sports version was built in a limited number of ca. 15/20 units, sold between 1957 and 1959 to a happy few around the world.

4, 5, 6, 7, *The electric 200S children's car in detail. Note the electric motor in the rear and battery up front for good weight distribution. The cockpit was sparse but then, so it was with the real thing. Photos: Editor's collection. 8, Today in the Orsi Studio in Modena, both 250F and 200S models. The 250F had been given when new to a friend and client of Omer Orsi, Adolfo's father. Photo: Classiche Masters.*





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9, The 200S children's car in the Orsi Studio Modena, tracked down in Portugal by Adolfo after a tip off from Matteo Panini.

Photo: Classiche Masters.

10, It's been a while. Alban Pearson reunited with the Khamsin he bought new in 1976.

Photo: Greg Dyson.

What happened later of the one-off 'Monoposto' (single seater)? My father presented it in 1958 to an Italian Maserati gentlemen driver, a good friend of the company, in recognition of a kind gesture he did to him: to remember this, my father applied on the side a small brass plate with the dedication to Pietro, the son of his friend.

In 1988 I tracked it down, still in the hands of the recipient, and I told him that if he was interested in selling it, I would be highly interested to take it back home. He said he was not but, a year later, I discovered the car listed in the Christie's catalogue of the auction in Monaco. This was the craziest time for the classic cars. Monaco was the epicentre of the mania and the craziness touched also the Automobilia market. The car was, in the auction room, shown just below the rostrum where Robert Brooks was selling real cars for millions of US dollars. It was sold cheaply, compared with the 1:1 scale. I decided not to make any bid, because I did not like the seller behaviour. It was a wise decision. It sold for a bit less than

US\$ 50.000! A world record price. But the car remained in my wish list, together with an example of the sportscar model.

In 1995 the US collector who had purchased the single-seater in Monaco lost interest and the baby Maserati was offered again in the Brooks auction at Goodwood. I still remember the day. I was organising the Maserati Ghibli Open Cup one-make Championship and we had the race at Zandvoort. I bid on the phone and, finally, I got it back home! I was in heaven. Furthermore, I paid a fraction of what was paid six years before and the car still carries the brass plate from my father.

Then I concentrated my attention to find the sportscar version, I was aware of two examples in private collections, but not for sale. Then I lost another one, for the sake of a few minutes, at Retromobile. However, one day in April 2014 I got a call from friend Matteo Panini: he told me that a Portuguese trader had offered to him to purchase a baby electric Maserati, but he was not interested for the Hombre Collection. Would I be interested? You can imagine my feeling! I contacted immediately the

person, he transmitted me the photos, the deal was closed in few days but I needed to fly to Portugal to give a quick look. It was a busy period, but I found a flight from Milan to Lisbon, it was the last of the day, and the return flight was in early morning.

As it happened the flight had a two hour delay and I arrived in Lisbon around midnight. No dinner. I was taken by car to Cascais, where the baby Maserati waited for me. I slept two hours in the airport hotel, but in the morning, I was the only collector in the world to own the pair of Maserati baby cars which are much rarer than the Bugattis! Now they are back in Modena in my studio, where I can admire them every day.

If you compare them to a car, the big advantage is that they are in front of me all day long, they remind me of nice moments and they don't deteriorate if you are not driving them. But that's also because I could not fit in them anymore.

**Adolfo Orsi
Modena**

FRIENDS REUNITED

I recently spent a delightful morning reuniting my Khamsin with its first





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owner, Alban Pearson.

It was early 1976 when Alban, a house builder and developer, decided that he and his wife deserved an exotic car. Attracted by the clean modernist wedge shaped styling that had thrust itself upon the motoring public of the early seventies they were drawn first to the flying wedge of the Lotus Elite but it was Marcello Gandini's masterpiece the Maserati Khamzin that proved irresistible. "It was timeless, just so classy and elegant", Alban recalled.

A trip to the concessionaires of the time, Mario Tozzi Condivi's MTC Cars in London's Westbourne Grove soon followed and in August 1976 a deal was concluded to trade in a Jaguar XJ 4.2 against an order for a new right-hand drive Khamzin in Grigio Metallizzato with Biscotto trim. Extras were to include air conditioning, tinted glass, electric windows and a radio cassette with recording microphone - this latter an essential accessory for a 1970s businessman on the move. Interestingly, the original order form (the car still has all of its original documentation in its history file) shows the list price of the car with its extras as £12,266 plus VAT which at that time was levied at the new-car concessionary rate of 8% but with the

accessories at the normal rate of 12.5% The grand total was £13,293.66.

At that time suppliers of new cars were issued with an advance allocation of registration numbers usually in blocks of 20 or 50 and the dealers, or their customers, could select a particular number from the allocated block. Alban Pearson did just that and selected OUV 49R to reflect his pleasure at the car (Oh You) and the engine size and configuration (Vee 4.9).

So come the day, September 3rd 1976, he became the proud owner of a rare and beautiful car that he would never forget; "we loved that car, my wife and I, it was our special car for high days and holidays and weekend jaunts and I always looked after it."

Not that it was free from problems however. Manufacturer and dealer standards in the '70s were far from the perfection that we demand today and apparently the car was delivered with a leaking battery, a broken spark plug cap, a heater fan that didn't turn off, headlamps wired incorrectly, a broken clock, a broken roof light, the wrong size wheel spanner, damaged door seals and a coolant leak!

In for its first service at 3000 miles it needed a new water pump, header tank, bonnet catch, door check straps



11, 'I remember it well'. Trying the cockpit for size for the first time since he sold the car in 2012.

Photos: Greg Dyson.

12, First owner Alban Pearson and current owner Greg Dyson discuss the finer points of the Khamzin's engine bay.

amongst other things. The correspondence in the history file is a sharp reminder of how times have changed.

The supplying dealers proved unsatisfactory and, he recalls, lacking in either interest or knowledge but a meeting with Bill McGrath proved far more successful. "I got on well with Bill McGrath" Alban recalls "he was a down-to-earth fellow and he knew what he was talking about. It was through a conversation with him that I came up with a modification to the air flow at the back of the cabin to stop the rear window misting and it proved very successful."

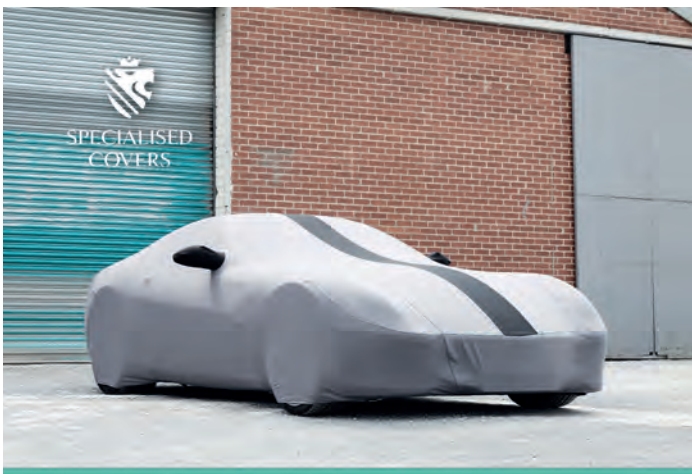
Membership of the Maserati Club soon followed of course, and Alban remained a member through until the early 1990s. Time marches on however and after nearly twenty years of ownership, his use of the car had reduced significantly and it was laid up in 1993 despite having covered only 23,000 miles. In 2012 the reluctant decision was taken to put the

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13

Khamsin up for auction.

It sold at the auction to a Hong Kong investor in whose ownership it covered only three miles before arriving at McGraths from Hong Kong to prepare the car for sale once again in 2019. After such a long lay up the recommissioning was both thorough and extensive. The car was gone through from stem to stern with a fully sorted and road ready car being the result.

As a result, I was able to acquire what must be one of the lowest mileage right-hand drive Khamsins, still only 25,000 miles from new, with a wonderful history, a delightful back story and, as it transpired, the opportunity to meet its original purchaser and hear the car's history brought to life. A friend of Alban's daughter Ann spotted an advert for a Khamsin posted on the Car and Classic website and thought they recognized the registration number. They were correct and Ann contacted me to see whether the now 92-year-old Alban could be reunited with his old car.

In view of Alban's age, however, caution over Covid intervened and it

wasn't until much later that, after collecting the car following some minor repairs at McGraths, I was able to arrange to meet Alban at his home in Harpenden, just a short distance from McGrath workshops at Kimpton.

Alban's delight at seeing his old car was instant and infectious. "The sound of that V8 burble is a step back in time", he said. He pointed out immediately that the wing mirrors had been replaced and was able to describe the originals in detail, he noticed that the wheel covers had markedly better chrome plating than when they were new, there was no end of detail that he brought instantly to mind.

Without hesitation the years fell away for him as he eased into the driver's seat (and got out again easily, brushing an offered hand away politely), "We loved this car and had some wonderful journeys and away days in it" he said. "I ordered it with a tow bar in order to pull a small touring caravan that we owned and the expression on other driver's faces as they saw a caravan pulled by a Maserati was something to behold."

13, Khamsin AM120.335 as it is today. One of the most original examples in existence.

Photo: Greg Dyson.

In fact, though, he recalled, the car was ideally suited to towing as it had so much torque and the Citroën hydraulics made it a very light car to drive compared with most large engined manual gearbox machines of that time.

Poor weather and time constraints prevented a run out in the car but Alban himself still drives two or three times a week using his Seat Alhambra or his Rolls Royce. "I've always kept fit and active and I've looked after myself and my cars - I enjoy driving, I've never viewed it as a chore, particularly in the Khamsin, and I hope driving will be the last activity that I give up."

For me, the whole morning was a delight, meeting a 92-year-old gentleman with such a fit and active approach to life, so much obvious enthusiasm for his old car and such a great memory - Maserati ownership is obviously good for you!

Greg Dyson
Leamington Spa

This Maserati Life

Having just celebrated his 86th birthday, John Duggleby has a wealth of experience with cars, especially Maseratis. A club member since 1975, John served on the Committee for many years including periods as secretary, treasurer and Chairman. Both he and his wife Jane have attended an astonishing number of Club events over the years and their enthusiasm for the Club remains as strong as ever. **The Editor** talks to John about his cars and how it all began.

When did you first become interested in cars? At a very early age. My mother took me to the toy shop every Saturday and I was allowed to have some small item. I always chose a Dinky car. I don't know where it came from as my father wasn't remotely interested in cars. His most exciting car was a 1937 18HP Daimler which he inherited from his own father. He still had it when I was learning to drive and I persuaded my mother to sit with me while I mastered the pre-selector gearbox and fluid flywheel. She was (understandably) very nervous but I passed my test only a few weeks later.

What was your first car? I had a couple of motorcycles including an AJS when I was sixteen, then a sit-up-and-beg Ford Popular, which pleased my father, but I had fantasised about 'proper' cars for years while I was at school, long debating the merits of pre-war Mercedes against Alfa Romeos. However, having left home, my first salary didn't cover much more than the cost of my digs and therefore I had to set my sights on something homegrown. That turned out to be an Alvis Speed 20, which I bought just before my nineteenth birthday. This didn't please my father so much, but I did keep the car until 1980.

You trained as an engineer? I was interested in engineering but wanted only to be involved with the highest possible technology, and preferably



1, John Duggleby in July 2021 at his home Court Hayes, with his Mistral 4.0 litre Spyder. Photo: Editor.

with cars. I was lucky to be taken on as an apprentice at Bristols (one of only six), doing practical training in the factory and study at what is now Brunel University. I spent time in the aircraft division and also on the car side. Sadly, the racing department was off-limits to apprentices but I did manage to sneak a ride with a test driver in a Bristol 403, the first time I had ever gone over 100 miles per hour.

When did you discover Maserati? I had promised myself an Italian Supercar before I turned 40 and the obvious choice was a Ferrari, because the conventional wisdom was that they were the best engineered.

However, at a race meeting, I saw a Mistral Spyder (which turned out to be owned by Michael Miles) and it ignited my curiosity for Maseratis. When I realised that not only were they at least the equal of Ferrari in engineering terms but also significantly better value for money, I started looking in earnest.

What was your first Maserati? I noticed an advert for a 1967 4.0 litre Mistral Coupe in *The Autocar*. It was being offered by a dealer called 'The Carriage Company' in Wembley but when I went to look, the premises appeared derelict. Suddenly, the salesman appeared driving the Mistral, which looked stunning.

Thinking back on it, I suspect that he was doing extra deals out of hours without his boss knowing, but having had the car checked over, I didn't see why I shouldn't buy it and therefore, for the sum of £1600, I became a Maserati owner for the first time.

And you kept your promise? Yes, I bought the car in early 1975, a few months before I turned 40! I still have that car today, though for the last few years the engine has been out, awaiting a rebuild.

When did you join the Maserati Club? The same year, and the first event I went to was the Club AGM. The Club was much smaller then and after the meeting, I remember Cameron Millar bounding off the stage to introduce himself. He gave me such a warm welcome I thought there and then; 'This is the club for me'.

Your next Maserati was very significant, wasn't it? The dealer Richard Crump had found an A6G Frua Spyder in the USA that he wanted me to buy. There weren't many people interested in that type of car in those days but those of us who were knew how important they were. I had also met Bill McGrath by then and we agreed that I would buy the



2, The A6G Frua Spyder #2183, photographed by Thoroughbred and Classic Cars in 1981. Photo: Editor's collection.

car and Bill would restore it. That was in 1978 and it took nearly four years to complete. Because this was one of the first major Maserati restorations anywhere in the world, it helped to establish Bill's business and the car was featured in many articles, including making the front cover of Thoroughbred and Classic Cars. The car won many Concours prizes but I didn't drive it as regularly as I would have liked. It was very nice to drive, with great feel, but ultimately not fast like the later cars.

Do you regret selling it? In a way. The car was sold at the wrong time (1994) and made very little compared

to what it would make today. But my brother was a financial partner in it, and he wanted to release the funds.

There have been other Maseratis along the way. I was travelling to the USA on business a lot and in 1980 found a Mistral Spyder with the dealer Kyle Fleming. As it was an original car, I decided to buy this as well, even though I knew it would prove to be another restoration project. I undertook a lot of the work myself (John wrote a part work for Trident at the time, entitled 'Maserchism' - Ed). It took many years to complete but I very much enjoyed doing it and still have that car today as well.

I also bought an American specification Bora from the USA in 1989, which was then 'Europeanised'. That car had a fantastic exhaust note, one of the very best, and it was much more sophisticated than any of the previous cars. It made it a great tourer and Jane and I did many rallies and Club events with it over the years.

So did you ever buy a Ferrari? I did buy a 308GT4 in 1981, and actually, although it was a great point-to-point car, I realised that it wasn't as good overall as the Maseratis. I kept the car for quite a few years and then sold it



3, John in the Bora at Goodwood. His favourite car for long distance touring. Photo: John Duggleby.



The Maserati of SUVs

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Fuel economy and CO₂ results for the Maserati Levante range in mpg (l/100km) combined: 17.7 (16.0) to 22.6 (12.5). CO₂ emissions: 363 - 283 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.



4

4, *The Mistral Coupe outside the house at Court Hayes following its body restoration in the early 2000s. Photo: John Duggleby.*

to buy another Maserati, a 1989 Biturbo Spyder E, which has also proved a good touring car.

Maserati all the way then? Not quite. Once I had retired, I wanted to fulfil another ambition, which was to go motor racing. I had dabbled with using the Mistral Coupe, in which I competed on the Isle of Man in the Manx Classic, but for circuit use, I bought a Riley Special. I raced it at VSCC meetings for a number of years and had enormous fun, though I never pretended to be very good at it.

I also bought another Alvis a few years ago, this time a 4.3. This is a glorious car but took a lot of 'getting right'. It's also not a car for beginners.

Away from cars, what are your other interests? It may surprise you but I was heavily involved with an amateur dramatics club for a long time and thoroughly enjoyed acting. My other interests are probably more predictable. When I used to smoke cigars, I built up quite a collection and my wine cellar was for a while quite comprehensive. I have also been told I am a good cook and both Jane and I enjoy entertaining.

In quieter moments, I have always been interested in history, something

that I probably did inherit from my father, who loved antiques and antiquarian books.

Do you have a large collection of Maserati books? Not really. I do like to read books properly and I have a modest library of motoring books, but it has never been something I would collect. However, I did amass a considerable collection of model cars, which were eventually sold as a

collection with the proceeds going to charity.

Have you ever achieved Maserati bliss? There have been so many events and great drives over the years that I cannot choose one. I actually think that the A6G restoration was one of my high points. I was there, doing what I considered the right thing, and very few people were with me.

And have you ever experienced the opposite (a breakdown for instance)? I don't recall ever having a serious breakdown in a Maserati, though I have to admit that Jane and I did get lost on rallies from time to time!

Finally, can you sum up what the Maserati Club means to you. The Club has been fundamental to our lives. While Jane is not so interested in the cars, we have both loved the people in the Club and their enthusiasm. Everyone seems to give of themselves. In my opinion, there is no other club as good as this one.



5

5, *John recounting a tale or two. Photo: Roger Epszajn.*

My First Maserati Restoration Pt 2

In Trident 141, **Keith Hudson** described how he bought a Maserati 3500GT project and carried out an in-depth body restoration. In this concluding part, Keith tells Trident about rebuilding the engine, the final build up and the successful end to the project.



One of the plus points of buying this car as a half-completed project was the number of new parts that came with it. For the engine, this included a set of JE pistons with rings, main and big end shells +20thou, an engine gasket set, a one piece cylinder head gasket with new head studs, a set of valves and springs, a timing chain and engine sprockets and a set of rebuilt Weber carburettors.

The engine came completely dismantled and mostly complete, the aluminium casings had been vapour blasted. The head had been skimmed with new guides and seats installed and the camshaft bearing surfaces were in excellent condition, probably having been re-surfaced.

I took the block to Chesman

engineering in Coventry. They bored out the cylinders to fit the JE pistons allowing for the recommended clearances. Unfortunately, number 4 cylinder had slightly more wear than the others and they had to make and install a new liner.

The next stage was to check the straightness of the block, and the height of the liners above the block surface. Fortunately, it was well within limits and needed no machining. It is possible that the previous owner had attended to this already.

Whilst cleaning the block I found blasting media in the oil gallery. The only way to ensure complete removal of this was to drill out the blanking plugs in the block, which allowed me to clean out all of the block drillings

meticulously. Plugs were then fitted to re-seal the gallery.

Chesman Engineering also recommended that the crankshaft journal plugs be removed to allow the oilways to be properly cleaned. They did this, carefully cleaning out the threads. The twelve holes were then sealed with tightly fitting M6 x 1 grub screws.

The crankshaft appeared to have been ground ready for use and the sizes matched up to the +20thou oversize shells that came with the car. The journals were then polished and main and big end clearances checked using the Plastigauge system - the clearances were spot on. Crankshaft end float was checked and this was also perfect.

Chesman then balanced the crank,

firstly on its own, then with the new vibration damper and pulley, then finally with the flywheel and clutch assembly, marking the components for installation in the same orientation. Using plenty of red assembly lube the crank was then installed in the patiently waiting block complete with new oil seals.

I purchased a set of scales and carefully adjusted the con rods to an identical weight. With the bottom end assembled and turnable, I turned my attention to the oil pump. This is integral with number one main bearing cap. The internal rotors had some pitting and after much cajoling, Graham Proffitt at Willenhall produced new parts perfectly made to the original specification. The oil pump was primed and fitted followed by the pick-up pipe and filter transfer pipe. Graham Proffitt also supplied a new flywheel.

With the bottom end complete and a new circlip holding the front seal in place, the sump was fitted and the whole now weighty lump turned over

and fitted to the nice shiny new trolley especially made for this purpose. New clutch parts came with the car, these were then fitted and the gearbox trial fitted to check alignment.

The oil feed to the cylinder head was temporarily blocked and an external oil gauge fitted. I then primed the oil pump through the oil filter feed and turned the engine over by hand achieving a reading of 10 psi. A quick burst using the rebuilt starter motor saw this rise to 80psi, confirming that all was well down below.

The cylinder head came to me with new seats and guides already installed, the head appeared to have been built up by laser welding and skimmed to a perfectly flat finish. I have Swedish receipts totalling a considerable sum that includes this work but will have to attend night school before I can read them.

Chesman engineering had cut the valve seats, installed and seated the valves and set the clearances to perfection. New studs and the one piece gasket were then installed, and I

then carefully determined the top dead centre and affixed a timing disc and pointer.

I raided my toy box for some plasticine and proceeded to check the piston to valve clearance, this was found to be considerable, not even touching the plasticine. It seems that the design of the JE pistons allows for heads to be skimmed without interference. I then fitted a new nylon chain guide and threaded the timing chain around the various cogs. After applying extra assembly lube to the cylinder walls the head was fitted, torqued down and the timing chain connected.

The camshafts were then set to the recommended drop at top dead centre of 40thou inlet and 36thou exhaust. The engine was then rotated several times and the setting rechecked; this required several attempts to get perfect.

The cylinder head was then prepared for its new black crackle paint finish. This involved a thorough cleaning, scotchbriting and cleaning

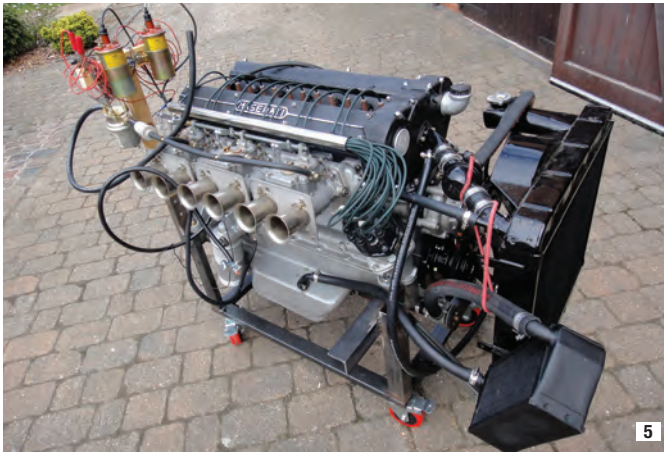
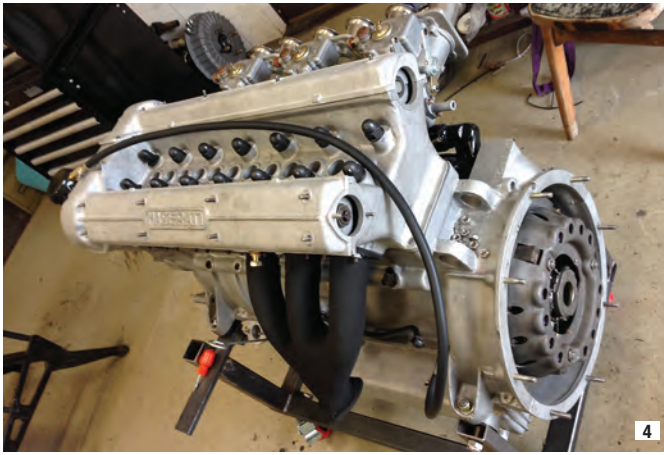


1, Assembling the parts to build the 3.5 litre straight six engine. The crankshafts were machined from a solid billet of steel and weighed around 50kgs, more than the aluminium engine block.

Photos: Keith Hudson.

2, The bare cylinder head, clean and ready to assemble. Note the twelve spark plug holes for this twin-spark six.

3, The crankshaft assembled into the block. This photograph shows the unusual gear drive at the front of the engine that transmits drive to a chain sprocket, giving these engines a distinctive noise.



4, Trial assembly of the head on the block and nearly ready to paint.

Photos: Keith Hudson.

5, Once assembled, Keith fitted the engine to a frame so that he could run it before refitting into the engine bay. It's a good way to check oil pressure and also for possible leaks.

6, Assembling the ZF gearbox.

This is the S5-17 version, which Maserati shared with Alvis.

7, Trial fitting the chrome trims around the windscreen and rear screen on a 3500GT is also essential. The method of fitting the trim is unusual, using small threaded studs, which pass through the rubber seal and are tightened into place with tiny dome nuts.

8 Trial fitting the chrome parts on the newly restored body before final chrome plating. This is an essential step if you want your chrome to fit properly.

again, followed by some intricate masking to keep the head nuts and dowels uncoated but after three coats of crackle paint we had more crackling than the average hog roast. The next step involved fitting of the cam covers and addition of all the previously prepared ancillaries.

The final touch was to clean the black paint off the Maserati script from the cam covers, which I had previously polished and then crackled to match the head. I then fitted the ceramic coated exhaust manifolds and temporarily for testing purposes, the oil cooler and radiator. After ten

months of engineering, sourcing parts and assembling, we were getting close.

With the distributor installed, the coils hot-wired and a temporary fuel supply, the lump was ready to be coaxed into life after a 35 year sleep.

With a temporary choke cable in place and a fully charged battery helping out, the beast groaned and burst into life. I was relieved to observe the oil pressure gauge fly up to a more than adequate level and twenty seconds of action was enough to confirm that no major problems existed and that I could proceed to the next stage, which involved fitting a temporary exhaust and curing the odd oil and coolant leak before embarking on a lengthier testing routine.

At the beginning of October 2016, I ran the engine for about three hours on and off. Any oil and coolant leaks had now been remedied and oil pressure was excellent, in fact I had to reduce it a little by adding a spacer to the pressure relief valve.

The clutch appeared to be running slightly out of true and on closer examination I found that the housing had been punched 0.5mm off centre. My dear friend Graham Proffitt checked two of his and found he had 1 good one and one like mine.... I stole the good one from him and the difference is noticeable. Well-known Maserati specialist Mike Jones called round to hover his learned ear over the engine and seemed well-impressed by the engine and the quality of rebuild of the car in general.

Happy in the knowledge that all was well with the engine, I could now begin the task of final assembly. The first job was to get the chassis rolling on its own wheels. All the suspension parts were painted and part assembled by now so things moved on at a pace. The rebuilt steering box and idler, new track rods, new bushes were also ready, every item having been

replaced or rebuilt as new. Fitting the front suspension and steering seemed to go as quick as a flash (though carefully of course).

Exterior trim work such as on the nose cone and the windscreen surrounds would, however, take a considerable amount of time as the method of fixing originally was by small threaded studs, all of which required replacement. The nose cone first had to be stripped of chrome, restudded and trial fitted before being sent for coppering to Derby Plating, who then advised that I should trial fit it again between coppering and chrome plating.

In the trial fitting of the windscreen trim, firstly chrome was removed, then the remains of all the studs were ground off. I then made holes in the new rubber and put new studs in place, holding the trim in place the studs were pushed through to contact the trim and a blob of paint marked the stud position. Then I silver soldered the new studs to the trim and

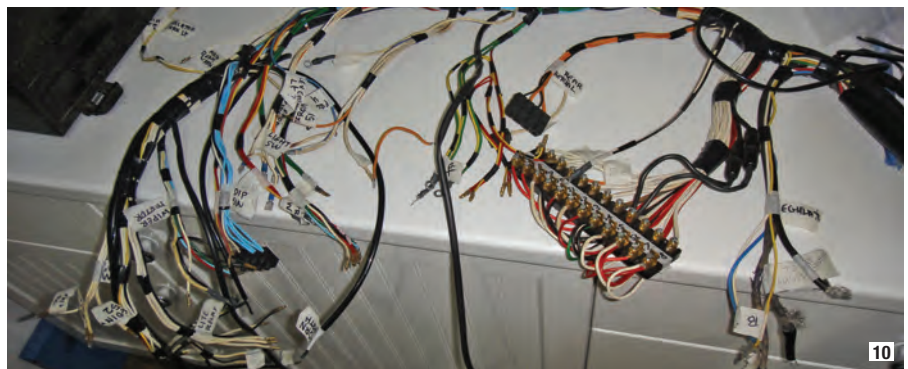
off to Derby plating it went.

However, in my eagerness I had not realised that the dash covering and headlining needed fitting before the front and rear screen. There was no other option but to remove the glass again and do the job properly.

Fortunately, with my help, a brave friend managed to complete the task without an upset and as a bonus the rubbers were saved and relocated in the same position meaning that my hard work of previously fitting the chrome trims was not in vain.

The bulkhead plate had also taken a beating in the past so a new one was in order and modern heat insulation was trapped behind it when fitting (Maserati originally used a Rockwool type material). In addition, Dynamat insulation was fitted inside the firewall and on the floors.

With a rebuilt servo, rebuilt master cylinders and new Kunifer brake pipes throughout, difficult to get at engine bay ancillaries were all fitted prior to engine installation. I briefly



9, This attention to detail is everywhere, even on the suspension and front brake calipers, shown here having been re-plated.

10, The wiring loom, renewed, labelled and almost ready to refit. Headache over.



11, Success. Keith won Car of the Show first time out with the car at the Club Concours at Blenheim Palace in 2018.

Photo: Keith Hudson.



pushed the car into daylight for a photo session when it was ready, before hoisting the engine in over a freshly painted body. There was a sigh of relief to see it all back in without incident.

The car was originally fitted with a 5-speed gearbox, this is evident by the bulge in the transmission tunnel cover the holes of which line up with the holes in the body. I managed to find one gearbox in bits taken from a 3500GT and a complete one taken from an Alvis. It has been said that the Alvis ratios are different but I compared the two boxes and found the ratios to be the same; this has since been confirmed by ZF who made the boxes. The difference is in the output flange and can easily be changed. I rebuilt the Alvis gearbox. All bearings

and seals were replaced but the synchro rings were all in good shape.

It was by now time to take a break from the car and start on the dreaded wiring loom. This had been worked on by the previous owner but still needed attention. The wiring on these cars is one complete piece and stretches out to about 24 feet. Almost needing a home extension, I made up a table to accommodate the puzzle and spent countless days identifying each wire. Once severe brain fade necessitated a break from the wiring marathon and repainting the heater vents made a welcome change! But we got there in the end.

The restoration took three years in total. I had to live and breathe the project and I did all of the work myself excluding the body, engine

block machining and the interior trim. The most difficult part was getting information because of the model's rarity. I made many friends along the way and accumulated a vast amount of knowledge. In June of 2018, I showed the car at the Maserati Club Concours at Blenheim and was surprised but delighted to win the Best of Show award.

Equally pleasing was the recognition it received while on display at the NEC Classic Car Show in November that year, winning the runner up in the Pride of Ownership award. For me, the greatest recognition came from the designer Ian Callum, who posted a photo on Instagram describing it as his favourite car of the Show and 'so beautiful in so many ways'.

Hudson's Trio

During his 3500GT restoration Keith Hudson managed to acquire another two examples. The Editor had to ask – why?

In January 2018, Keith bought a second 3500GT, chassis number AM101.1784. The restoration of the first car (AM101.1292) had reached the point where Keith really needed a pattern to show how many of the details went together. Don't forget that the first car had arrived in pieces. This time Keith was much more confident about what he was buying and purchased this very original car.

AM101.1784 had been sold new in Italy in August 1961. It would have been one of the very last of the Series 1 cars, with the carburettor engine. The first owner was in Turin but at some time the car was sold to California, where Keith reckons it has spent most of its life as there is no visible corrosion. In 2013, the was exported to Tomini Classics in Dubai and arrived in the UK in 2017. Like quite a few 3500GTs, the engine block was not stamped and this can of course mean that a replacement engine has been fitted. But through the services of Fabio Collina at Maserati Classiche, Keith was able to ascertain that the 'internal engine number' was correct and therefore it was the original after all.

Having this second example certainly made it easier to complete the first car. The only problem was that it was also left-hand drive and when, only a few months later, a right-hand drive example came up at auction, Keith was naturally tempted and 'Notty' joined the team.

The RHD example is chassis AM101.904 with the distinctive registration number 286 NOT. It has been featured in Trident before as during the 1970s it was owned by Trident editor Ken Painter and also Club member Barry Corfield. Ken wrote a piece in Trident No.2 about a



broken gearbox, which he did eventually repair by fitting a 5-speed to replace the defunct original 4-speeder. Prior to being consigned to auction by H&H for their Duxford sale in October 2018, it had been off the road for approximately 20 years and before that had had something of a hard life. But it was an original UK-supplied car and in RHD, it was one of only 34 examples, still matching numbers, with history going back to 1972.

Since purchase, Keith has also restored this car, including repainting it

in the gorgeous amaranth colour shown here. And in fact, he couldn't resist 'improving' the second car either along the way. So now he has the perfect trio of 3500GTs. Not for long though, as he tells me that he is considering selling the bright red car. Although he enjoys driving it, it has now fulfilled its original purpose and he admits that he still has a hankering for a Lancia Flaminia convertible. And anyway, his Sebring restoration is now almost finished as well. Sebring? Another story.



The Oldest Maserati in Australia

*Maserati Owners' Club of Australia member **David Zeunert** tells the story of how a pre-war Maserati 6CM that was delivered new to wealthy English amateur racing driver Johnnie Wakefield ended up on the other side of the world, how for decades it languished derelict and how it has only recently been restored.*



Australia's oldest Maserati is a 1937 6CM chassis 1546, which has been here in Australia for over eighty years, having first arrived in Adelaide in the spring of 1940. Surprisingly, it remained in exactly the same condition as when it arrived here until 2011, when the current owner commenced an eight-year total restoration.

The 6CM was Maserati's answer to the threat of the English ERAs in Voiturette racing. This pre-war class (think of it as Formula 2) was hotly contested by both professional teams and amateur drivers. The 6CM (6 cylinders, C for corsa – racing and M for monoposto – single seater) used an in-line six cylinder engine of 1500cc with a supercharger and produced between 155 and 175 bhp at 6,200 rpm. In cars weighing around

650 kgs, performance was excellent with a top speed of around 230 kph. Between 1936 and 1939, around 29 cars were built. Many went to Italian drivers and teams but four examples were sold to British drivers.

Of those, chassis 1546 was originally sold to John Peter Wakefield, better known as Johnnie Wakefield. Johnnie was born in Marylebone, London on the 5th April 1915 to a wealthy family, which gave him the means to indulge his passions for sport, speed and adventure. Before turning his attention to motor racing in 1936 he had raced motorcycles, become an accomplished skier and also gained a pilot's licence.

He began racing in a supercharged Alta in 1936, just after his 21st birthday, and debuted with no previous experience at Brooklands. It was in at the deep end, but by the end

of the season he had achieved two firsts in class. It was during the 1937 season that he purchased the Maserati 6CM and he took delivery in June ahead of a summer of European races, the first in Florence.

In the 'Gran Premio di Firenze', he finished 10th, the race being won by René Dreyfuss in a similar 6CM. The following weekend, he repeated the same finishing position in the 'Circuito di Milano' though having started from the fourth row of the grid.

The Grand Prix circus then moved to France and a week later in the Grand Prix de Picardie, he had something of a breakthrough. The race was run in two heats and then a final. Johnnie came third in his heat, enough to qualify for the final, where he then came third again behind Raymond Mays in an ERA and René

Dreyfuss in a works 6CM.

More success followed at Brooklands in August, where he came second to Raymond Mays in the J.C.C. (Junior Car Club) International Trophy and while he recorded a DNF at the Grand Prix de Berne Voiturette due to a split fuel tank, he ended the season well with a fourth overall at Donington Park in the J.C.C. 200 Mile race and then a second at Phoenix Park in Dublin for the Dublin Trophy.

Johnnie started the 1938 with the 6CM, for it had proved a reliable car for him as it had for many other drivers at that time and he was now starting to get some very good results.

However, on the 23rd April 1938 at the Cork International Light Car Race for voiturettes in Ireland, his 'good run' came to an end. The race was held on the Carrigrohane street circuit and featured a full grid. Johnnie was on the front row next to Dobson (ERA) with Prince Bira (ERA) on pole. However, a gearbox defect just before the off meant that Bira was to start from the back of the grid. As the race got underway, Dobson spun and for a while Wakefield took the lead, until Luigi Villorosi in a Scuderia Ambrosiana 6CM challenged him. Over the next few laps they duelled, swapping the lead between them until Johnnie's engine started to misfire. Distracted, he lost concentration and

on the aptly named Hell Hole Bend, crashed, turning the car over before vaulting a low stone wall and plunging down an embankment towards a river. Johnnie was taken to hospital with cuts and bruises and some broken ribs. He had been lucky to survive, but the same could not be said of the Maserati, which was considered too badly damaged to rebuild.

Once recovered, Johnnie Wakefield ordered a new ERA and while waiting for that car borrowed another ERA in which to carry on his season. It was in an ERA that he scored his first major victory, in the J.C.C. 200 Mile race at Brooklands in August and he finished 1938 with a third in the Siam Trophy at Brooklands and a third in the Grand Prix de Berne in Switzerland.

In 1939 Wakefield purchased a new Maserati 4CL (chassis 1569) and his winning streak continued at races in Naples, Picardie and Albi. His last major result was the Swiss Grand Prix meeting, where he placed third in his heat and twelfth overall.

By the outbreak of WW2 Wakefield was the most successful British racing driver of his time. He won the BRDC Gold Star in 1939 but alas it was to be presented to his widow Kay at the BRDC's 21st birthday Awards in 1948 (In 1949 Kay Wakefield married Tony Gaze - the Australian Spitfire WW2 fighter pilot and racing driver).

At the outbreak of war, he joined the British Fleet Air Arm and flew 25 different aircraft for eight different squadrons before resigning his commission in March 1942. He then became a test pilot employed by Vickers Armstrong. Four weeks later he was taking off on a test flight from Wargrave aerodrome in a Spitfire Mk. IV BR41 when he crashed fatally avoiding another aircraft on a training flight.

After the crash in Cork, the 6CM had been transported back to Brooklands where it was left in a

1, Johnnie Wakefield and his wife Kay. Photo: John Barker collection.

2, Johnnie Wakefield's first race with the new Maserati 6CM. This was the 'Gran Premio di Firenze' for Voiturettes. His is number 16, seen here just to the left behind number 8, Bira in an ERA. Apart from the ERAs, Wakefield's blue 6CM was the only non-red car in the field.

Photo: John Barker collection.

3, Johnnie in the cockpit of the 6CM at Donington.

Photo: John Barker collection.

4, One of his early successes in the 6CM. Johnnie Wakefield celebrating after coming second in the J.C.C. International Trophy at Brooklands on 2nd August 1937.

Photo: Spitzley/Zagari archive and Adam Ferrington.





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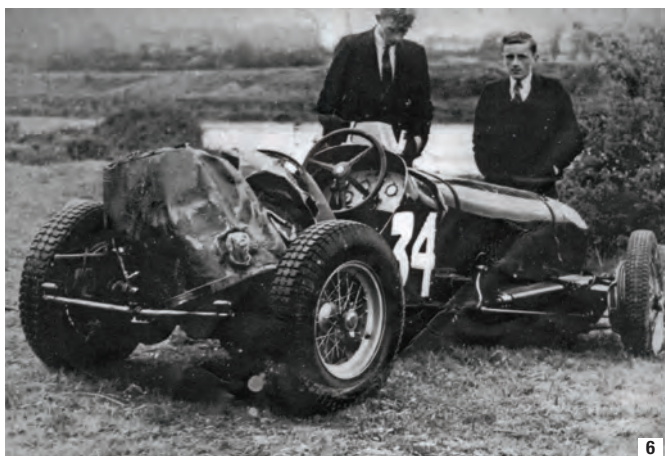
garage there. The engine had also been damaged and was returned to Maserati for an overhaul, but the advent of war interrupted this, and it would be many years before they were reunited.

The next connection with chassis 1546 is with Rex Tilbrook. Rex was born in Prospect, South Australia on the 2nd of May 1915. Involved with engines from his early teens, by the age of 16 he had saved enough to acquire an old chain drive Frazer

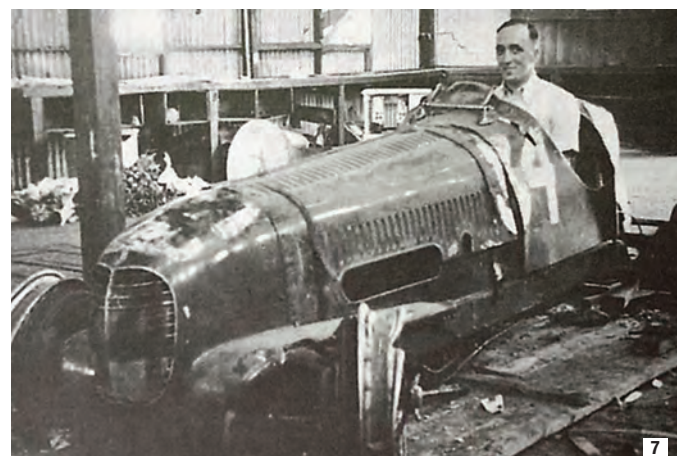
Nash which he rebuilt, eventually selling it so he could travel to Britain to get involved in motor sport. With hopes of landing a job, he arrived in 1933 and found employment at the Hawker & Vickers aircraft factories located within the massive Brooklands Motor racing circuit. He befriended some owners of racing cars and struck a deal where he maintained the racing cars with the occasional drive. His fame spread rapidly which then allowed him to

lease a workshop building at the Brooklands circuit where he made specialised exhausts and silencers for racing cars and motorcycles.

In 1938 disaster struck when a fire destroyed his workshop and he was faced with the decision of whether to stay in England or go home. With war clouds gathering he decided to return to South Australia where, by using his Brooklands experience, he hoped to set up a motorcycle manufacturing company. Before he left, he bought



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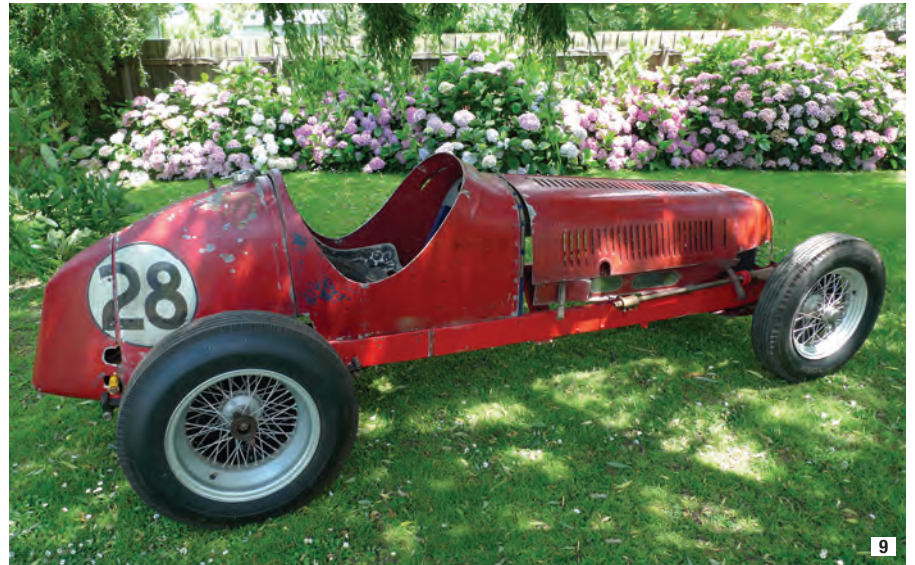


six British motorcycles and an old engineless Maserati racing car, which he shipped to Australia, the idea being to sell them on arrival to fund his motorcycle venture. In 1940 therefore, the Wakefield 6CM left England for Adelaide.

Unfortunately, Rex had underestimated the costs of importation and the Australian customs department confiscated the Maserati on arrival to pay for the duties for the motorcycles. Perhaps Rex considered this a good deal as he never went back to release the car. Rex Tilbrook went on to start his own motorcycle company manufacturing accessories, sidecars and motorcycles under his own name. He is recognised today as an Australian motorcycle legend.

This historic Maserati remained in a crate on the Port Adelaide docks for a number of years. In 1943 it was acquired by Bill Brooks from Adelaide. He found the car complete except for the engine, gearbox and steering box although the chassis, three wheels and the rear of the car were considerably bent, with a slightly bent rear axle housing. Amazingly it still had the number 34 on the sides from that last race in Cork.

During the next few years, the chassis and body were rebuilt but, uncertain of being able to obtain the



other major missing components, Bill Brooks offered the Maserati for sale in 1947. It was purchased by Frank Kleinig from Sydney. Kleinig was an amateur racing driver and a talented car builder. Pre-war, he had raced two 'Specials', one called the Kirby-Deering Special, which at one point had used a Grand Prix Miller straight eight. The other was the McIntyre-Hudson, using the sidevalve straight eight from a Hudson 8. Just before WW2, Kleinig took the chassis from the Kirby-Deering and fitted the Hudson engine, making the 'Kleinig Hudson Special'. The Miller engine had been too highly strung for the Kirby-Deering but might just work in a Maserati chassis.

As it turned out, Kleinig never got round to that project as he continued to develop the Kleinig Hudson Special. In its final version in 1954 however, he substantially changed the car, for the first time making it a single-seater, and for this he used the bodywork and front grille from the old Maserati. In this guise, the car only had one outing, where it failed due to a shorted battery.

Nothing more was to happen with the Maserati during the next 20 years until Alf Blight from Adelaide, who was rebuilding another Maserati 6CM (chassis 1542) approached Kleinig and asked if he would sell the chassis and remaining original parts from

5, This painting by Greg McNeill, was commissioned by the author David Zeunert to commemorate the Brooklands success in 1937 and features Johnnie in the 6CM outside the famous infield garages.

Photo: David Zeunert collection.

6, The damaged 6CM after the accident in Cork. The car had vaulted a low stone wall and careered down an embankment before coming to rest here, luckily without enough momentum to finish up in the river behind. The damage to the rear of the chassis and the body is clear to see.

For more information, please search on British Pathé Motor Racing at Cork Lner 1938, where incredibly, you can still watch a short film of this race.

Photo: David Roberts collection and Adam Ferrington.

7, New owner Bill Brooks sitting in the still-damaged car in an Australian Customs Bond store in Port Adelaide, Australia, circa 1943.

Photo: John Blanden collection and David Zeunert.

8, Dismantled by Bill Brooks in order to attempt repairs, this circa 1944 picture shows the bare chassis and the extent of the damage.

Photo: David Roberts collection.

9, Bare bones. The remains of chassis 1546 as it stood in 2011, prior to restoration.

Photo: David Zeunert.



10, Reuniting the original body with the chassis after the former had done service on the Kleinig Hudson Special.

All photos: David Zeunert.

11, Trial assembling the car prior to restoration. An original gearbox was found in Japan and a new steering box made for the car in the UK by Sean Danaher.

12, 13, The all-important magnesium scuttle panel and the remains of the cockpit.

14, Original nose cone back on original chassis. It had unfortunately been modified when fitted to the Kleinig Hudson Special in order to accommodate that car's Peugeot-derived front suspension.

15, Following completion of an incredible restoration by David Rapley, 6CM 1546 was proudly exhibited at Motoclassica in Melbourne in 2018.

16, Reunited with its original engine after 80 years and once again looking as the Maserati brothers intended.

17, 18, 19, More details of 1546 post-restoration in Australia.

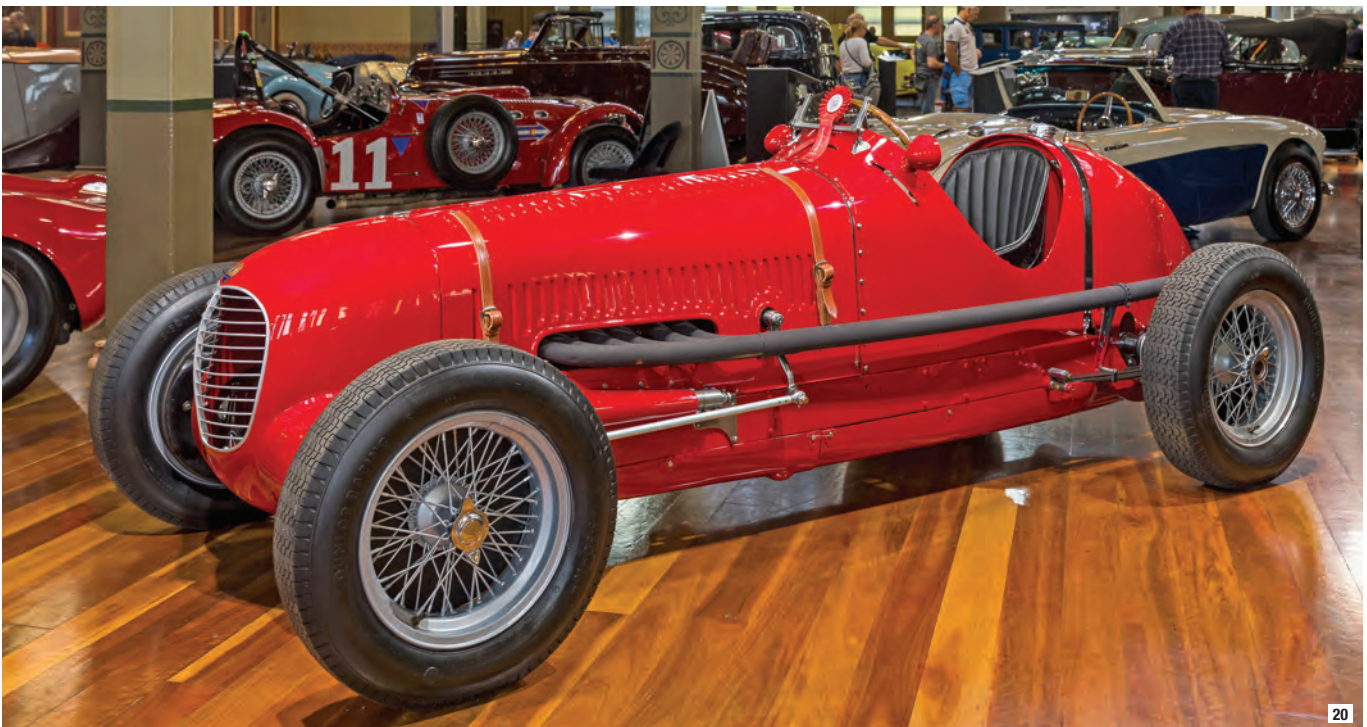
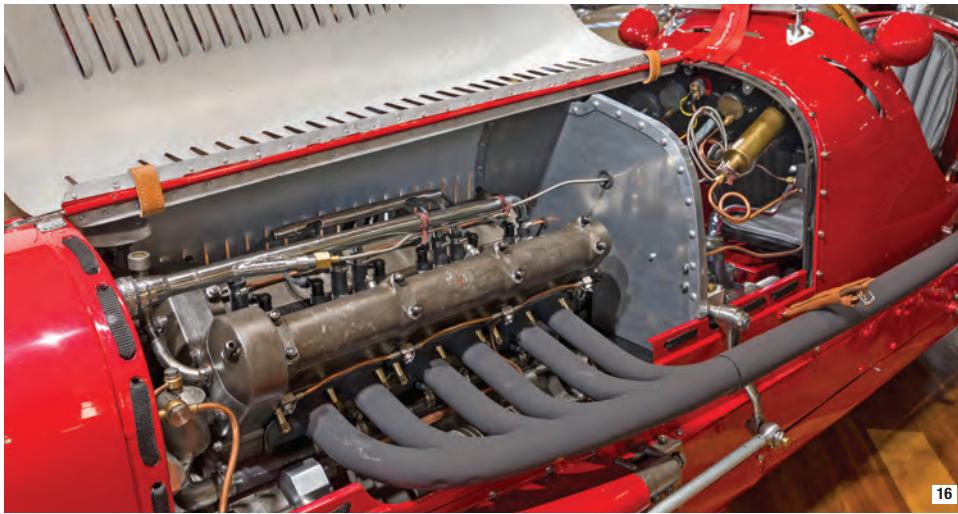
20, The end of a journey that began 80 years earlier. The Maserati 6CM 1546, fully restored and ready to race.

1546 with the intention to make one good Maserati with the parts of the two cars. Kleinig sold it to him and Blight continued to accumulate parts for both cars including incredibly, the original engine block from the Wakefield car, which had found its way to the Ray Fielding collection in Scotland. In the end however, Blight used very little of 1546, selling the project in 1987 to Tom Roberts from Melbourne.

At that time, the original body and scuttle of 1546 were still on the Kleinig Hudson Special. Frank Kleinig had died in 1976 and one of his mechanics, Geoff Noblitt, had inherited it. In 1992 Tom Roberts managed to buy this car as well. He removed the Maserati body and

restored the Special to an earlier guise. He also continued to collect parts for the Maserati and by 2003 the car was complete but disassembled. I assisted Tom by obtaining 4 original Route Whitworth Milano wire wheels (then owned by Carlo Borroni) which were rebuilt during the restoration. A precise and methodical restoration commenced in 2011 and was completed in October 2018. Chassis 1546 debuted at the 2018 Motorclassica Concours d'Elegance at the Melbourne Exhibition Centre where it was awarded first prize in its class. The restoration was completed by David Rapley, who has a well-deserved reputation as one of Australia's finest racing and road car restoration specialists.





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John Peter Wakefield

The Editor with some background on a fascinating character and a life cut tragically short. This article acknowledges with thanks previous work published by John Barker in The Automobile.



There is no doubt that Johnnie Wakefield was a naturally talented driver, possibly the best of his generation but he was also in the fortunate position of being able to fund his racing privately.

Orphaned at the age of seven, he was brought up by his uncle, Jacob Wakefield, who had interests in agriculture and finance in Kendal in the Lake District, including his own bank. Johnnie was educated at nearby Sedburgh, where he excelled at sport. Leaving school at the age of 18, he had already started racing motorcycles and competed in the Isle of Man TT races in 1933. He also represented his country in skiing competitions and by 1934 he was learning to fly, gaining his private pilot's licence a year later.

In 1935 he competed at Brooklands on Norton motorcycles and also bought for road use an Alfa 8C 2300. His cousin Harold, who was 22 years his senior, became his travelling companion and also his golfing partner. Wakefield had the means to retain a golf professional so that they could play wherever he went, and as he and Harold travelled up front in the Alfa, the golf pro would follow in

another car, driven by the chauffeur.

When he began to race cars, he was able to buy outright his Alta for the sum of £784, at a time when the average wage was £165 a year. Sadly, we don't know what he paid for the 6CM or the 4CL that followed but consider what racing teams spend funding a season these days. Johnnie funded it all himself, including between foreign races racing speedboats on the French Riviera.

It is easy to see this life of privilege as that of a playboy but the race results tell a different story. For sure, the confidence born of his great wealth and also his youth got him started and his natural talent kept him alive at the beginning. But he also matured very quickly as a driver. He was known to have great mechanical

sympathy, which meant he rarely had breakdowns and his results were soon competitively consistent, stunning in the 4CL. The crash in Cork was in fact the only serious accident he had while motor racing.

Had the war not intervened, he may have gone on to have a racing career after the war and become a household name, for he was only 27 years old when he died. As it is, he is more often known now as 'The Forgotten Ace'. The British Racing Drivers' Club still awards a Johnnie Wakefield Trophy annually, to the driver who sets the fastest lap of the season on the Silverstone Grand Prix circuit. In 2020, the winner was Max Verstappen.

1, May 1939 at the Circuito Principessa di Piemonte in Naples. Johnnie Wakefield is about to race his second Maserati, the 4CL, for the first time. He sits smiling on the pit counter, to his left is Emilio Villoresi (brother of Luigi), to his far right his wife Kay and between them Bindo Maserati.

Photo: Spitzley/Zagari Archive.

2, Johnnie Wakefield in his new 4CL winning the Coppa Principessa di Piemonte in May 1939.

Photo: Editor's collection.





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Profile - The Ghibli Open Cup Series

It is now 25 years since the Ghibli Open Cup race series came to an abrupt end. Fiat unceremoniously pulled the plug as the second season was just underway. For the cognoscenti, this was unforgivable as it had been one of the most exciting one-make series ever promoted and had gained enormous publicity for the marque at a time when it was at one of its lowest ebbs. Over the next 13 pages, Trident explores the origins of the series, its aftermath, and how the road car it spawned became a modern Maserati legend.

ORIGINS AND A SUCCESSFUL FIRST YEAR

By the Editor



Alessandro De Tomaso finally relinquished control of Maserati in 1993. Fiat had been waiting in the wings, ready to swoop as the ailing Argentinian tried in vain to recover from a debilitating stroke. And once the deal had been done, they lost no time in taking command of the company. Their first move was to install Dott. Ing. Eugenio Alzati as the new CEO. Alzati was seen as a safe pair of hands, having had a stellar career with the Fiat group of companies. From

Lancia to General Manager at Ferrari in the 1980s, Alzati had then gone to Alfa Romeo. When they succumbed to Mamma Fiat, he was transferred to Brazil to manage the most important Fiat production plant before being asked to return to Italy to head up Maserati. He was the perfect fit.

Adolfo Orsi, who had already established his company Historica Selecta as Maserati historians met with Alzati in early 1994. Free of De Tomaso, he felt able to offer his assistance once again to Maserati and

suggested the possibility of organising a special exhibition at the Bologna Motor Show in December to celebrate 80 years of Maserati, the 'Ottant'Anni'. During the discussions that followed, Alzati and Orsi developed a respect for each other, so when Alzati shared his ambition to start a Maserati One Make Championship and that he would need some help, Adolfo immediately said 'pronto' – I am ready.

"We reached a simple agreement", says Adolfo, "Maserati would follow





the technical side, while Historica Selecta would be in charge of the sporting side, organisation, logistics and marketing. Giorgio Pianta, the head of Alfa Corse, which was then racing the 155s in the DTM Championship (which became ITC in 1995) put us in touch with the race organizers and the FIA; we closed the deals with the sponsors, mainly technical Maserati suppliers.”

With the demise of the multitude of Biturbo variants, the production lines at Maserati had already been distilled down to the Ghibli II and the forthcoming Quattroporte IV. When Alzati took over, sales of the Ghibli had already dipped from its launch on the home market in 1992 and even introduction into export markets like the UK didn't do much for the overall figures. Alzati's grand plan was to make the Ghibli into a racing car, to boost sales of that car and the marque in general.

Italtcnica in Turin developed the package for racing. The 2.0 litre V6 twin-turbo engine from the home market car was mildly modified to produce 320 bhp (from 306 bhp), achieved through the use of new roller bearing turbos, free-flow exhaust systems without catalysts and different fuel and ignition mapping. The suspension and brakes were both modified and new Speedline Aliseo wheels were used (though initially OZ Futura wheels were specified). A new

differential with ZF LSD was fitted and new tubular rear suspension trailing arms were used instead of the pressed steel versions on the road car. Due to the lower suspension, the rear wheels were actually modified to reduce the track over that of a road car so that they fitted under the standard wheelarches, with only the mildest trimming of the wheelarch flanges. The tyres were to be slicks or racing wets. There were no other changes to the body apart from deletion of the fog lights and some extra air ducts to the brakes.

The rear seat, door cards and passenger seat were removed completely, replaced only by some very smart Sparco cloth, draped around a full roll cage. The dashboard of the road car was retained, including the famous oval clock, though the briar wood dash inserts were replaced by carbon fibre versions. The modifications were kept to a minimum, partly to make sure that the spectators could identify the road car within, but also to keep the investment to a sensible level.

By the time of the 'Ottant'Anni' exhibition, a prototype was running and was demonstrated to the crowds outside the Bologna Motor Show halls while inside, Ing. Alzati announced a program of races for the new Selenia Maserati Ghibli Open Cup Series for 1995 (Selenia being a brand of oil owned by Fiat). The first testing was

1, Where it all began. The 'Ottant'Anni' Maserati exhibition at the Bologna Motor Show in December 1994, organised by Historica Selecta. Photo: Historica Selecta Archive.

2, Bologna Motor Show 1994. Maserati CEO Eugenio Alzati presents the 'Ghibli Open Cup'. The car is a mock-up and before the specification was definitive.

Photo: Historica Selecta Archive.
3, On a makeshift track outside the exhibition, a prototype 'Open Cup' car delights the crowd, whetting their appetite for what was to come. Note the specification at that time still involved the OZ Futura wheels.

Photo: Historica Selecta Archive.
4, The Donington race, which took place in August 1995. No 11, Federico D'Amore, chases eventual winner Paul Radisich (1) into Redgate.

Photo: Peter Collins.
5, Donington. The pack leaving Redgate. The racing was very competitive but contact was minimal. Photo: Peter Collins.

carried out by Giorgio Francia and given how little the car was modified, what surprised everyone was that the Ghibli Open Cup was really fast on the track. On a later test at the Fiorano track, Beppe Schenetti was faster than the Ferrari 348 Challenge.

Maserati sold the cars through their dealer network and they were only available in red, yellow or white. The price on the home market was 120 million lire including support package. Historica Selecta organised the press presentations, all the travel, the logistic side on the circuits, the catering and the day-by-day life of the Championship. Adolfo takes up the story again: “We raced on the most challenging tracks, such as Imola, Mugello, Helsinki (on a street circuit with 100,000 spectators), Nürburgring, Zandvoort, Donington, Estoril, Magny Cours mainly in conjunction with F1 and ITC events.

We had TV coverage on a German television channel, between Heat 1 and 2 of the ITC races, with millions of viewers looking again at Maserati on circuits. We implemented a sporting regulation which gave the possibility for young drivers and older gentlemen drivers to race against 'white fox' such as Arturo Merzario and Gianni Giudici. We had also two or three factory cars for special guests. We invited with us legends like Patrick Tambay, Miki Biasion, Giorgio Pianta, Mauro Nesti, Markku Alen, Hubert Hahne, John Nielsen, Arie Luyendijk, Nanni Galli and Paul Radisich among others."

A group of Maserati technicians, headed by Ing. Giorgio Gamberini, followed the Championship to offer technical support at the tracks and also to exchange the sealed electronic 'centraline' (ECUs), which were drawn before each race to keep things fair. At the time, much was made of the fact that even in the heat of battle, not a single engine was blown up during any of the races. I asked Adolfo how reliable the cars were.

"I only remember the big problem of the brakes that we had at the first race in Imola, during the San Marino F1 weekend. During the practices,

after three or four laps, the brakes failed, the foot pedal was going to the bottom. It was extremely dangerous; a couple of cars went straight at the chicane before the paddock. The problem was connected with the brake pads and boiling brake fluid. How to solve this last-minute problem? In the same weekend, Porsche also organized their own Championship race. I went to their parts department on the circuit and purchased a number of their pads, paying with my American Express card. During the night the pads were slightly modified and on Sunday we had the first race of the Championship, won by Merzario, followed by Lavaggi and Miki Biasion. We avoided a complete disaster."

The race at Donington in July was the only one in the UK and was particularly memorable for the race-long dice for first place between two of the guest drivers, Tiff Needell and Paul Radisich. In the end, Radisich, who was then at the top of his game as a Touring car driver, succeeded, with Needell relegated to sixth. Second on the podium was Federico D'Amore but it was the unknown driver who placed third would be the man to watch at the end of the season.

Twenty-year-old Denny Zardo from Treviso was only in his first full year of racing, having graduated from karting. However, with a car and sponsorship provided by Zara, the Treviso Maserati Concessionaire, Zardo produced consistent results and even without an outright win, by the end of the season was crowned Champion. All this was achieved by a very modest man who up to the last race continued to call his more famous colleagues by their surname.

"I still remember the Championship with pleasure", concludes Adolfo. "We were able to create a group of drivers who became good friends. We were organising the flight travels, the hotel accommodation, an excellent catering service with food coming from Modena (it was the preferred restaurant also for some of the ITC works drivers), and Alzati joined us at most of the tracks."

The 1995 Championship had been a great success for Maserati, who produced a celebratory brochure of the event. Some modifications were planned to the cars for the next season and most of them were returned to Maserati that winter for upgrades designed to make the 1996 season even more successful.



7, Denny Zardo, who came third here at the Donington race but who went on to win the Championship. Photo: Peter Collins.

Profile - The Evolution 96

*At the beginning of 1996, Maserati held a press launch for the next generation Open Cup cars. Trident publisher **Phil Ward**, then editor of *Auto Italia*, attended the event and the following, written by this most reluctant track tester, appeared in *Auto Italia* issue 8.*



After a very successful 1995 season Maserati SpA has once again organised the prestigious Ghibli Open Cup. Run on Europe's most famous circuits, the 1995 formula proved to be a winning one with a combination of professional drivers, gentlemen drivers and past and present champions as Maserati special guest stars. Accompanied by names like Tambay, Nielsen, Alen, Pianta, and Merzario, the gentlemen drivers, always present in the Maserati tradition, were able to prove their capabilities in a highly competitive atmosphere in front of a large crowd of enthusiastic spectators.

Nine races are planned for the 1996 season, six of them will be in association with the International Touring Car series and F3000 meetings. The season starts at Monza

in March and finishes in September at Mugello. The British round will be held at Silverstone on August 18th.

Eligible cars for this season are the 1995 cars carrying a Maserati upgrade kit and the 1996 Ghibli Open Cup 'Evolution' as sold by Maserati 'ready to run'.

To ensure equal opportunities the engine, gearbox, turbochargers, gearbox and differential are sealed before delivery. Also, close racing is promoted since the regulations require that the winner of each race carries 40kg of ballast at the following round. Grid positions are decided by a draw between the top six qualifiers. Six marked Michelin slicks or wet tyres are allowed for each race.

Costs for competing in the Open Cup have been relatively low due to the strictly controlled technical regulations and the generous prize

fund. Having purchased a car (around £50,000) each competitor is required to pay a registration fee of L22,500,000 (£9,000). This covers all the race entries, tyres, circuit passes, Maserati hospitality, race and paddock clothing. Technical backup is provided by Maserati's chief engineer, Giorgio Gamberini, and transportation

1, 2, Press photos of the new Evolution version of the Ghibli Open Cup for the 1996 season. The new TechnoMagnesio wheels, necessary to house the larger brakes, give it a much more purposeful air than the earlier version.

Photos: Auto Italia Archive.

3, The same car, now with sponsors' logos and ready to race and on display at the Press launch for the new season at Varano.

Photo: Phil Ward/Auto Italia.





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of the race cars to and from the factory can also be arranged.

Maserati SpA refund L10,000,000 (£4,000) if the driver enters in all rounds. The prize fund of L390,000,000 (about £16K) is distributed for the first 14 places and ranges from L6,000,000 (£2,400) for the winner down to L250.000 (£100). A comprehensive range of additional awards include honours and cash prizes for overall placings, best lady driver, best gentleman driver, best gentleman over 50, and best driver under 25.

A range of improvements to the cars has been implemented following race experience gained during last season. New silencers have been installed, apparently because many drivers complained that the cars were too quiet!

A completely redesigned braking system features massive ventilated and drilled floating discs and four-pot calipers; this system is similar to that adopted for the Ferrari F355. To

accommodate the increased diameter brakes special 18” magnesium wheels were developed by TecnoMagnesio and shod with Michelin tyres. The change in wheel size was accompanied by a shorter final drive ratio which also seems to make the car quicker. The redesigned front suspension is now fully rose-jointed, and the rubber bushing has been replaced. A range of changes to the body styling has been implemented to improve aerodynamics and airflow for cooling.

Organised for Maserati SpA by *Historica Selecta*, the Open Cup is managed by Dottore Adolfo Orsi, who is obviously extremely proud of the Open Cup and displays huge enthusiasm for anyone who expresses an interest in his activities. It was extremely flattering that we should receive an invitation from Adolfo to meet him at Varano to drive the latest Open Cup Ghibli - the ‘Evolution 96’.

As our regular readers well know, Roberto Giordanelli normally does

our test driving, but regrettably he was elsewhere on this occasion. Roberto has active links with Maserati since he raced a Group A spec Biturbo in the eighties and would have relished the opportunity. So I had to do it, well someone had to!

The circuit chosen for the activity was Varano de Melegari, which is the diminutive track in the Apennines where Andrea De Adamich runs the Centro Internazionale Guida Sicura (Safe Driving Centre).

Having spent the previous two days at the Genova Auto Story we knew that the weather was a bit iffy when we had been delayed with snow and fog on the journey up. It was fine and sunny when we set out for Varano from Genova but as we climbed back up into the Apennines, and into the ominous cloud base, the weather deteriorated. As our altitude went up, the cloud, fog and snow started to come down. Leaving the main La Spezia to Parma Autostrada we drove gingerly on slushy roads to the circuit and very nearly missed it in the fog. Was this a good time to test a racing car?

Fearing the event had been called off we arrived in the paddock to find considerable activity in the pit lane where our genial host Adolfo Orsi met us with a beaming smile. Almost oblivious to the weather conditions Adolfo greeted us and introduced us enthusiastically to the assembled Maserati officials proudly announcing that he had followed the progress of *Auto Italia* from day one and was one of our first subscribers.

A number of Ghiblis were on show in the pit lane, some of which were converted 1995 cars and the others were the new ‘Evolution 96’. Also on hand was the ‘Ghibli Cup’ which is an interesting addition to the road car range. The ‘Ghibli Cup’ is a replica of the racing model but for use on the road. It has some features used on the competition version including the

interior carbon fibre trim, but more importantly the race-spec engine, Getrag six-speed gearbox and Eibach suspension. Only 50 examples are being prepared for the home market and will be finished in the 'Open Cup' colours of red, yellow or white. An additional finish is silver, which was the colour of the car presented at Varano.

Following an early morning incident with one of the two active Ghiblis my doubts of being able to drive a car were considerable and indeed the morning session was confined to experienced drivers running a pristine yellow 1996 'Evolution'. Although the lap times were restricted by the tyres being 40° below temperature (!) the cars out on the track still seemed quite quick. This was not altogether surprising since last year's Open Cup champion, Denny Zardo, was on hand together with Ferrari Challenge man John Hugenholz to shake the cars down. There was a flurry of interest later in the morning when ex-Grand Prix star Vittorio Brambilla put in some laps.

The car that had had an off early in the morning had another excursion and returned covered in snow and mud, which again increased my doubts of being able to drive the car in these conditions. However, after a lunch bravely established in the pit lane garages, to the accompaniment of portable blower heaters, the fog cleared enough to see most of the circuit. UK Maserati concessionaire, John Butt was supportive and convinced me I should wave the flag and have a go.

Finally, I was summoned to drive the red Ghibli which had been grass-tracking earlier. Since this car was now showing evidence of battle damage, if I were to encounter difficulties then at least I could say, "It was like that when I went out".

As I was being strapped in the daylight was starting to fade and the

fog was returning – not entirely confidence inspiring. With instructions not to exceed 7,000rpm I trundled out of the pitlane and into the gloom. Driving a fast road car on a racetrack is always a time of intense concentration for me since I am not blessed with the natural abilities and massive experience of Roberto Giordanelli. On this occasion I was piloting a very valuable competition Maserati on an unfamiliar circuit where I couldn't see as far as the first corner! Clearly this was going to be a tiptoe round the wiggly bits and fast past the pits to avoid mass hysterics from the gathering of observers.

I was very relieved to learn that the Ghibli was quite user friendly to drive, expecting the boneshaking hard suspension, rattling bodywork and crashing gears of a club racer. Instead, the ride was excellent, the engine had the characteristic, but subdued, Maserati growl and the six-speed Getrag gearbox was delightful, although given the weather conditions only half the ratios were experienced.

After a couple of exploratory laps to locate the corners, I was beginning to feel more confident but there was obviously going to be no way of making the car work properly. Out of respect for the conditions and the acute desire not to become 'the journalist that crashed the Ghibli' I

became only a little more adventurous. Clearly any demon braking was out so most of the deceleration was done through the gearbox to keep the power on the wheels. The engine had to be treated with a great deal of respect since, with an impressive 350bhp coming from a twin turbocharged 2.0 litre, putting the power down was a bit tricky. I was starting to relax and enjoy myself and decided to explore the rev range to the point where the turbos come on full boost and whoosh – in came the power with a rush and with it the loss of traction through the rear wheels. Discretion being the better part of valour, at this point I decided it was prudent to retire.

4, The weather conditions did not give our correspondent confidence for his track test. That is actually snow piled up against the fence to the right.

Photo: Phil Ward/Auto Italia.

5, The yellow Evo car from the press launch at Varano, with one of the first Ghibli 'Cup' road cars behind.

Photo: Phil Ward/Auto Italia.

6, Engine bays for comparison. There was very little difference to the engines between the racing and road cars. Note the large air intake on the racing car, directed at the ABS control unit for the brakes. Overheating brakes was a common theme.

Photo: Phil Ward/Auto Italia.



Profile - An Abrupt End and the Aftermath

Alas, the promise of the Evo version was never to be fulfilled. The 1996 season got off to a good start but after only the second race at Jarama in April, the series ended. Fiat had unceremoniously pulled the plug. **The Editor** discusses the reasons why and finds out what happened to some of the cars.



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It seems incredible that having had such success in 1995, especially considering the relatively small investment that it took, that Fiat decided to end it. Adolfo explains: “We started to run the 1996 Championship with an improved car but, sadly, Ing. Alzati met personal difficulties with the Fiat CEO Ing. Cantarella, who decided to kill the Championship after two races. This decision forced Maserati to repurchase back all the cars (there was an obligation to run the Championship for two seasons), with a huge financial cost for the company and depreciation of the image. In order to avoid this shame, I offered myself to run it until the end of the season, at my own risk, for half the cost that Maserati had by cancelling the Championship, but my offer was not taken in consideration. The Alzati

idea had to be stopped at any cost, also against any financial consideration.”

“Maserati was in a delicate moment of its life. Maserati is part of the history of my family; I had felt the need to help Alzati running it but there was nothing I could do. Maserati gave us a green metallic Quattroporte V8, used before by Cesare Romiti, the Fiat Holding CEO, as recognition for the financial damage we received for the cancellation of the 1996 Championship. After some thousands of kilometres, we had problems with the casting of the head, Alzati had already been fired so we repaired it and sold the car to the UK.”

It was an ignominious end to what had been one of the most creative and morale boosting times at Maserati for many years. There was a personality clash between Alzati and Cantarella,

1, The first race of the 1996 season took place at Monza on March 24th. This is Duncan Huismann’s car, now modified to Evo specification and sponsored by the Dutch Maserati importer, Hessing De Bilt. Huismann qualified in pole position for the only two races of the season but failed to finish in either. Photo: Auto Italia Archive.

2, On civvie street. This 1995 specification Open Cup (chassis 00361303) raced only twice in the series, at Zandvoort with Cor Euser driving and at Estoril with Julien Appels. It was sold to the UK during 1999 and raced by Stuart Barrington-Hall in the Auto Italia Championship. Photo: Phil Ward/Auto Italia.

but it was also about a change in policy that would pave the way for the 3200GT and the placement of Maserati under the wing of Ferrari.

And so a number of racing cars



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were left all dressed up with nowhere to go. In true Maserati tradition, nobody is sure how many cars were actually built. 21 cars competed in the first season, and some were subsequently converted to the more dramatic Evolution specification, but not all. And some 'new' cars were built specifically for the 96 season. Enrico's Maserati Pages has a register of the Open Cup cars and accounts for around 36 examples – with a clear warning that this is not a definitive number!

After a while, the cars started to appear on the market and over the years a few have made their way to the UK. Probably the most famous of these are the 95 specification car belonging to Stuart Barrington-Hall and the Evolution car that was further modified to run in the Privilege GT Championship for the 1997 season.

The Barrington-Hall car came from a private collection in Holland and had seen very little action in the original series. It was initially imported by current Club President Drummond Bone as part of a deal to purchase his Barchetta (another story) and Stuart had a test drive at the 1999 UK Maserati International Rally at Goodwood, where he caused a moment of angst when he spun the car coming out of the pitlane. It did the trick though, as he was hooked. For the next few years, it was prepared by McGrath Maserati and campaigned enthusiastically by Stuart in the Auto Italia Championship, where it was a front-running car. Stuart still owns the



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car though today it languishes in long term storage.

The Evolution car became infamous as the star of a TV documentary called 'Phil's Fantasy', which followed a racing team called Natty Racing, led by Philip Jones-Lloyd as they attempted in vain to make the car competitive in GT racing in 1998. The story of this car and its heroic failure was documented in detail in Trident 88. It too stood idle for years with a comprehensively broken engine, the result of experiments with biblical levels of boost but was eventually sold to Club member Adam Painter, who is gradually bringing it back into track-worthy condition.

Undoubtedly the most original example in this country is owned by Meridien Modena. Their car, also an Evolution example, prepared for Gianni Giudici, was purchased from Maserati soon after the end of the series and has been cared for by them and used sparingly on Club and corporate track days ever since.

There have been rumours of others, including the prototype, which lived here for a few years and recently Club member Doug Blair has commissioned preparation by Emblem Sports Cars of an Open Cup previously converted for use on the road.

The Ghibli Open Cup star shone for a very short period of time, but it has left a lasting impression on enthusiasts, not least because of the road car that followed.

3, The interior of #303 just as it was when raced in the series. In other words, not that much different to a road car. Still has a leather dashboard and a gold clock.

Photo: Phil Ward/Auto Italia.

4, Roberto Giordanelli pedals the infamous 'Natty Racing' Evo car (chassis 00361224) around Chobham test track. The engine was to expire on a demonstration run while testing a boost level that would give it 500bhp.

Photo: Phil Ward/Auto Italia.

5, Having been stripped of its dubious sponsor logos the same car was displayed a couple of times at Club events, still with a broken engine, before disappearing into long-term hibernation.

Photo: Michael Ward/Auto Italia.

6, The ex-Giudici car (chassis 00361222), which has been owned for many years by Meridien Modena and is one of the most original cars left. Seen here on a track day at Goodwood.

Photo: Phil Ward/Auto Italia.



6

Profile - The Ghibli Cup

From the ashes of the race series came one of the most iconic modern Maseratis, but for the right-hand-drive market it nearly didn't happen at all. By the Editor.



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In his article on the launch of the 96 Evolution Ghibli Open Cup, Phil Ward makes reference to a 'road car'. The road car, known simply as 'Ghibli Cup' was a special edition and used some of the developments first seen on the Open Cup racers, the most important of which was a 330 bhp version of the 2.0 litre engine. By keeping the roller bearing turbos and a free-flowing exhaust system, though now with catalysts, Maserati improved on the 306 bhp of the standard home-market 2.0 litre and for a while it held the record as the highest specific output of any road car.

The trouble was that in the UK we didn't get the 2.0 litre version. When the Ghibli had been announced here, it was only available with the 'export'

engine of 2.8 litres, which ironically produced less horsepower than the home-market 2.0 litre – 286 bhp, though it did have more torque. Significantly though, amongst the owners of these early cars were the current Club President Drummond Bone and a farmer from Luton called Harry Metcalfe.

Harry replaced a BMW E30 M3 with a 1994 Ghibli 2.8 Auto. It was the first car to carry his well-known number plate M4 SER and it opened the door for him to the world of Maserati. Drummond had in fact bought the first right-hand-drive 2.8 Ghibli. Both enjoyed the cars and were enthusiastic about the Open Cup series and the possibility of a Ghibli Cup road car.

For a while though, the Maserati

factory would not entertain the idea of a right-hand-drive version with the 2.0 litre engine. They claimed prohibitive development and homologation costs. Instead, they came up with a compromise, suggesting that the new Ghibli GT, which already featured the rear axle and suspension developed from the Open Cup, could be modified to Ghibli Cup specification, but that it would still have to keep the 2.8 litre engine. In late 1995, Harry Metcalfe bought one of these cars to replace his early example. This opened another door for him that would change his life.

Once it became known that this hybrid car existed in the UK, it was in demand by all the car magazines, especially one called Performance



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3

Car, which must have done more to publicise these cars than anyone else. The hybrid car looked to all intents and purposes like a Cup car, with the Speedline wheels, the Eibach springs, the cross-drilled brake discs, the single oval tailpipe exhausts and the interior carbon trim and Performance Car loved it, but for Drummond, it still wasn't the real thing.

He began to petition the factory through the then importer Meridien to make a proper 2.0 litre version in right hand drive. The series had now finished and the Ghibli was reaching the end of its life. Finally, towards the end of 1996, the factory relented and announced a limited series of Cups in right-hand-drive. It gave the Ghibli a much-needed boost in profile, especially when Harry Metcalfe also bought one.

By now, Harry's relationship with Performance Car had grown and he was being asked to take part in other tests. When his red Ghibli Cup 2.0 litre arrived, he began to write an 'Our cars' piece about it. He had always hated the driving position and set about changing the seats and also the angle of the steering column. He also wrote about an aborted attempt at a maximum speed run in Italy, when one of the bonnet catches popped at nearly 160 mph. It was the stuff of legend.

Drummond Bone ordered his Ghibli

Cup in yellow (it was the beginning of his yellow period) and its first Club event was the 1997 Spring Rally in France. For his co-driver, Alex Jackson, it was a seminal moment.

When Harry Metcalfe found out that Performance Car magazine was to be closed, he made the brave decision to start his own car magazine, taking the best of the staff writers with him. That turned out to be EVO. As the demands of publishing took over, the Ghibli Cup was sold to Scot Crane, who in turn would be instrumental in keeping the legend alive for many years before the car changed hands again and ever since has been owned by Alex Jackson. Of course, Harry eventually sold EVO magazine, bought a Zonda and now has another successful career on YouTube with Harry's Garage.

As for the Ghibli Cups, in all 26 examples were sold in right-hand-drive and with the 2.0 litre engine. There were other 2.8 litre versions as well, two others in the UK, but more for other markets. The only one of the 26 that is still with its first owner belongs to Roger Epszajn but Club members have for many years sought these cars out and they are held in very high regard.

There is however, one man who has two. And for the last part of our Profile feature, Trident leaves you in the hands of John Connor.

1, The ex-Harry Metcalfe, ex-Scot Crane Ghibli Cup (chassis 400184), shot here on the Chicane at Goodwood circuit in 2009 and driven by its third and current owner Alex Jackson.

Photo: Michael Ward/Auto Italia.

2, Alex Jackson in 400184 at Goodwood House on the occasion of the 2009 Maserati International Rally.

Photo: Michael Ward/Auto Italia.

3, The ex-Drummond Bone Ghibli Cup (chassis 400183), when owned by Brian Harris, seen here at Chobham. The car was ordered without the 'Ghibli Cup' badges on the doors as Drummond wanted to keep a low profile.

Photo: Michael Ward/Auto Italia.

4, The interior of 400183 shows some small modifications to the dashtop and door cards, with the addition of light grey Alcantara to reduce glare, all specified by Drummond Bone when new.

Photo: Michael Ward/Auto Italia.

5, Still magnificent today, the Ghibli Cup.

Photo: Michael Ward/Auto Italia.



Profile - Ghibli Cup Bibiturbo

Recollections along the road from an owner of two Cups, by John Connor



In the summer of 1995, I spotted issue no.3 of *Auto Italia* in a magazine shop. Whilst having been happy to keep an eye out for an attractive automotive beauty, I was not in the habit of buying magazines on the subject. However, this particular issue contained an article on a Ghibli II, a small photo of a Ghibli Open Cup and a back page Meridien advert displaying the new Ghibli and a Shamal. Those late 90's ads worked a treat on me. They still look great. All rare exotic beasts which I, for one, was unlikely to ever know about and so a subscription was acquired for this window into the world of Italian machinery.

Subsequent articles on the Open

Cup series and the eventual release of the road going Cup version were to follow. More reading and musing about Ghiblis, Shamals, QP4s, Italian colour schemes (Primatist) and gold clocks resulted in a Ghibli Cup being top of the wanted list. Fast forward a good few years and a test drive of a four year old Cup was arranged with Meridien. The first drive with that potent surge and a purposeful cabin immediately felt like a great place to be. I still forced myself to sleep on the decision in some vain attempt to resist temptation. No use. The next day all was arranged and soon there would be a red Cup heading towards North Yorkshire. I was also just in time to acquire a few Open Cup memorabilia

items to add to what would become a collection of all things Trident related.

Prior to the acquisition of the red Cup my automotive history was no more interesting than a couple of GTis and these were not of Italian origin. The only vehicle appearing in *Auto Italia* that was also parked on my drive was a Fiat Ulysse, albeit in a decent shade of green. It would seem that the fascination with Ghibli Cups almost came out of the blue but perhaps the seeds were sewn many moons ago as one of my prized possessions in early years was a Corgi Iso Grifo in metallic blue with a black bonnet. I still have it and it sits in a box next to a red Miura and a lime green Miura. My only Italian





experiences were limited to borrowing a friend's 1980 Alfa Giulietta and the hiring of a Fiat Croma and a string of Fiat Unos, also back in the '80s.

The decision to actually acquire a Cup involved a degree of pre-purchase anxiety, not knowing quite what was involved in the ownership of a premium and slightly obscure Italian marque. In order to enhance my knowledge of the Maserati world I joined the Club in 2000 prior to the actual acquisition. My first experience of the Club was, however, a couple of years earlier when embarking on a family holiday to Ireland and the Holyhead ferry car park started to fill with Maseratis. I knew enough by

then to recognise a Bora and a 3500 when boarding and we bumped into the rally again on Irish soil with a red Shamal and a salmon pink QP4 sticking in the memory. All good inspiration for the future.

Having started life as the demonstrator for Kinsey Jones, a Bury based dealership at that time, the red Cup was then acquired by a gentleman in Derbyshire who rather regretted trading it in for a German competitor. A short-lived pairing with a chap who really did not understand Italian performance cars was to follow prior to falling into my hands where it still resides 20 years later. I tend to think of the Ghibli Cup as being subtly outrageous, which kind of

appeals. Maybe this is true of all Maseratis, give or take a degree of elegance into the mix. Not as overtly muscular as the Shamal, easily missed by the casual observer but extremely interesting if you have an eye for this Gandini styled architecture. I still turn around after parking up to admire the street art. The first year of ownership and I jumped straight into my first Club rally, based in Herefordshire. The first of many more to come as well as being the start of testing out my young navigator as he was only seven on this occasion. This rally was also my first acquaintance in the metal of a QP3 and a Mexico, but that's another story.

Regular use and addiction set in so



One half of John Connor's Ghibli Cup collection, the Red Cup (chassis 400195) is reserved for high days and holidays. Photographed here by Michael Ward for Auto Italia.



that not exceeding the 6000 mile service interval became the annual challenge. Eventually the answer to this dilemma became obvious. A second Ghibli Cup for daily driving as prices had come down a bit by this time. I think I had subconsciously paved the way for this decision a couple of years earlier through the purchase of a Lancia Delta Integrale Evo 2 as a daily driver. Clocking up miles was always part of the pleasure equation for my ownership of interesting cars and I think I did my best as I can still remember driving the Lancia in the snow on the way to work. Well, it was four-wheel drive. The Cup remained my firm favourite, though, and a chat with McGrath's revealed that a Cup which had run into a spot of engine related bother was undergoing a rebuild and thus presented itself as a suitable useable non-concours candidate to rack up even more Cup miles. A deal was done but why, oh why, didn't I find a garage space to store the Lancia? Hindsight is a terrible thing. This black Cup reputedly was first registered to one

Bernie Ecclestone before a small number of subsequent owners. In the early days of my ownership it was also subjected to all weathers and sometimes two services a year but in the interests of some degree of longevity avoiding the salt became a bit of a priority.

The red Cup has enjoyed a few international trips including two trips to Modena. Firstly, to the Biturbo 30th Anniversary, organised by the Biturbo Club Italia. Secondly as part of a small Maserati convoy to the Centennial in 2014. Belgian and Dutch rallies and a flying visit to Spa Italia have also featured. Auto Italia's annual Stanford Hall gathering was also a regular meeting place for the concours after the Club AGM. It was here, in 2005, that the tenth anniversary of the Open Cup race series was celebrated with a fantastic representation of around 15 Cups all forming a fan shape round the Meridien Open Cup car. A slightly more leisurely life followed upon the arrival of the black Cup and one or two other garage space invaders. The black Cup has performed a few Club

type duties but has mainly been the work horse and still sees regular use, although maybe more trips to collect eggs from a local farm than battling with commuter traffic in recent months.

Twenty years on from the first engagement with a Ghibli Cup, whilst Paul the guru at McGrath's keeps dishing out the preventative medicine the plan is to clock up a few more miles and keep admiring this particular era of Maserati art. However, as we all know, once you start investigating one chapter of the Trident subject, another turn of the page beckons and then you really are on your way to being in double trouble.

Above, John Connor's Ghibli Cup in Modena, outside the restored engine shed that was the birthplace of Enzo Ferrari, now part of the Museo Enzo Ferrari. The year was 2014, Maserati's Centennial Year, when the museum was given over to a spectacular Maserati exhibition. Photo: John Connor.



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5000 Miles

*As one of the most exotic and expensive cars of the early 1960s, the 5000GT was not conceived as mere transport and very few of their owners ever drove these rare cars regularly. One of those who did was **Michael Miles**, who bought an Allemano bodied example in 1971. Here he recounts the story of how that purchase came about and what it was like to live with. In modern times, it would be akin to buying an MC12 for commuting, but things were different back then.*

Once upon a time in ‘Never Never Land and Time Disparu’, one could drive as one wished, within reason. Aahh... I remember it well! Where has it gone?

We can start with motoring as I remember it. No real restrictions, no or very few speed limits, no breathalizer (the test was ‘can you walk along the white line without falling off?’) or as an American friend said; ‘Man, if you see three white lights coming towards you aim for the middle one’. I never quite knew what he was trying to advise and never followed that tip!

Not everything was good. For example, it took nearly eight hours to travel from Hampshire to the west of Cornwall because of so many minor roads, towns to drive through, traffic lights and herds of cows on some roads. Come to think of it however, even now with all the upgrading, it can take almost as long because of the

increase in traffic volume and the fact that it seems no real thought has been applied to the road system.

I can remember that, before I owned a car, 60mph was fast. When I owned my first one, which was a 1937 BMW Type 45 (not the usual Austin 7), 70 to 80 was fast and 100 was almost unobtainable. Then came the Jaguar XK120 (120mph in theory) and not too long afterwards the E-Type Jaguar claimed 150mph as a possibility. Really the ultimate!

It should be pointed out that the theoretical and claimed speeds were not always the ones that the customer attained. They may have been attained by the factory under ideal conditions with the car being very carefully prepared and every small aerodynamic aid fitted with the utmost care.

A little warning about speed. One should not forget that the XK120 had drum brakes and if the car was used

as people thought proper for a sports car, brake fade came into the equation very rapidly, which could cause trouble to say the least. When driving my XK120 I remember very clearly having to go over what was normally a busy crossroad junction with the hope that it was not as busy as usual. The original E-Type seemed to have brakes which worked very well at higher speeds but if you applied them at say 20mph to turn in a driveway nothing whatsoever happened. Always a problem until I learned not to approach my home on the downhill run but to drive uphill before turning into the drive.

I had just started motor competition with a pre-owned Jaguar 3.8 Mk2, modified a little by Jaguars, and which had once been entered in the Monte Carlo Rally (I did see the car in a film on the Monte with its nose stuffed in a snow bank), when I read a short article by Pete Coltrin in Motor



1, In Switzerland with the dealer Rob de la Rive Box, the 5000GT chassis 052 prior to Michael Miles' ownership. Photo: Editor collection.



2, Chassis 052 had a body by Allemano. The car was less than ten years old when these photos were taken and the body still looks very sharp, as its coachbuilder intended. Photo: Editor collection.

Racing magazine entitled ‘170mph with Bertocchi’. The speed was actually timed and was almost beyond belief for a road car but it was something I could only dream about so I got on with the motoring and organising my business.

I parted company with the Mk2 when an E-Type appeared on the scene and that was used as a road car and for competition most weekends until metal fatigue in a rear suspension wishbone caused a considerable incident at Thruxton Race circuit when the car hit a solid chalk bank at well over 120 mph, snapped the full safety harness and ejected me through the soft top. I remember thinking perhaps this will be a glancing impact and I would have a second run. The result was NO! I did not have a second run, instead I directed the ambulance driver to the military hospital where I was put into intensive care. One of my friends who called to see me did give me a note saying ‘could I order some specific grapes as there were some he did not like and he did not want to waste time if the correct food was not there!’ This accident put paid to both the car and competition; I did however get Fastest time of the Day which I think proved to be the most expensive trophy I have out of the 150 awards won over 5 years.



3, Michael Miles and 5000GT outside the Palace Hotel in Modena. The car is almost back home! Photo: Peter Coltrin, Miles collection.

The Thruxton incident meant no sports car to use and a replacement was needed. After a period of searching, I found a 3500GT Vignale Spyder which I purchased in spite of

having a great deal of trouble selecting first or reverse gears. This was soon corrected by changing the gear lever to a solid one as the original had the main lever inserted



4, Now imported to England and on its first registration before Michael found the perfect private number. This is the view most road users saw of the car. Photo: Michael Miles.



5, And this was Michael's view. The Nardi wheel with its curious downward spokes was unique to the 5000GT. Photo: Michael Miles.



6, With another from Michael's collection, the Mexico, both now on their very appropriate plates. Photo: Michael Miles.

into rubber at the base, presumably to reduce vibration. This car was my introduction to the world of Maserati. I have never looked back and have always been impressed with the quality of the engineering. After a short period of ownership during 1971, some chrome work needed restoring so the front grille and other parts were taken to a local factory for the work to be done. A factory inspection caused the parts to be 'lost' as it seems they should not have been there. I then found out that the dealer Rob de la Rive Box in Switzerland had a replacement grille but also a 5000GT for sale.

The Pete Coltrin article came back to mind and I asked about details of the car, initially because I wanted to know more about the model. When Robbie replied, he said he had sold the 5000GT to someone in Japan but he did know where there was another one and asked if I still wanted details. I certainly wanted to know everything about 5000GTs as unlike today with the internet, at that time information was not easily available. The answer was yes and a few weeks later I was collected from Zurich Airport one evening by Robbie Box and driven to

his home and garage to view the car. It really did look quite something. After a drink with Robbie, he took me to a local hotel for the night but at breakfast time the next morning, the peace was somewhat shattered by the exhaust note from the 5000GT which was completely different to any V8 I had heard before. Quite an introduction.

I went to check out, only to find Robbie had paid the bill, and I drove a 5000GT for the first time and found that everything seemed to work properly. All in order so money changed hands and the car, AM103.052, was mine. We then had to get temporary licence plates so I could drive the car home. Petrol was needed for the trip so a visit to Robbie's local petrol station ensued, a fill up, well over 100 litres and when I went to pay I found he had already done so. I complained and the reply was; 'you do not expect me to sell a car with no petrol, do you?' Something a little different to the usual in the UK where you might have enough to get into the roadway and if very lucky, to get to the nearest filling station. That was the first of many other transactions to come

between us. Little did either of us know that within a couple of years Robbie would phone to say 'I have another 5000GT, do you want it for spares?' No guesses for the answer - the collection of that car, AM103.038, was written up in Trident No.6.

The first real drive started. From Switzerland through France to Le Havre and home, a mere 700 or so miles, approximately 1100km. I wonder how many first drives are of that length or perhaps, to put it another way, how many idiots would even think about it. This first drive gave me a chance to get used to the car. It seemed very similar in many ways to the 3500GT, but with a lot more power, and it caused no problems at all. Obviously, a few stops were needed for refilling but nothing out of the ordinary and speeds were sensible as it was a new experience. Le Havre caused no problem and on arrival at Southampton I pulled into the 'Something to Declare' section to await a customs official who arrived on his bicycle fully equipped for his imminent departure, wearing the standard cycle clips around his ankles, hoping I had but a few bottles of wine

to declare. The reaction when informed there was no wine, just a 5000GT, was 'Bl. Hell, never seen one of those'. My 5000GT was the first one ever in the UK so an estimate had to be made to calculate the duty. The only thing to take into account was the bill of sale for the car, no check could be made as far as price was concerned as there was no precedent. Estimated duty paid, amount confirmed as in order later, and home. MOT followed so Swiss plates could be returned and a UK number issued. Driving then began in earnest so that I could feel really at home with the car. One Sunday morning I was looking at registration numbers for sale in the Sunday Times to see if there was a number I would like. None really stood out but a possible 5000MM was there and dismissed. About three hours later the penny dropped that this would suit the car admirably. A phone call followed in a great hurry and I was the proud owner of the number and the car it was then on, a Jaguar 2.4 Mk2 in full running order, for the princely sum of £125. I used the Jaguar for another

two years and sold it for £150 so not a bad transaction after all.

The 5000GT was then used a lot on the road, not completely as everyday transport but almost. Taking four people to an evening meal was a frequent event although rear seat passengers may not have enjoyed a trip of over 50 miles, 20 miles or so being more acceptable. During normal driving the car did not feel big, it handled well. On corners it was very much like the E-Type or 3500GT or really very similar to any powerful sports car of that era. I never used it for competition so never had a chance to test the ultimate performance. Any excuse was used to drive including Maserati committee meetings and of course Club Meetings.

Holidays and trips abroad proved an attraction. On one trip to France there was a long way to go so 'how far how fast' was the question. Very good, underused and almost uninhabited motorways allowed 120 miles in an hour (a little different to attaining 120mph!) and some 10 gallons or 45 litres went through the fuel injection system. Just as well I had a Breitling

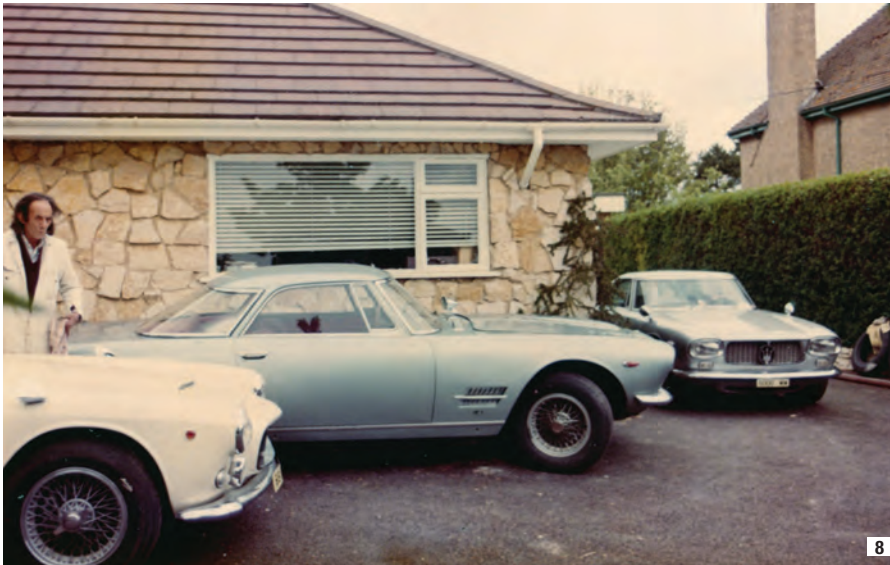
Navitimer watch, originally for aircraft, which had a scale for range at fuel consumption of so many gallons per hour. However it should be mentioned that during my ownership the car averaged about 19mpg or about 15 litres per 100 km, certainly never like the figures quoted by the average motoring magazine report.

So far, so good. There were also some downs but there are with anything, including cars. On a holiday trip to Italy which obviously included a visit to Modena and the factory, some ominous noise arose as Parma was approached. A stay there and a phone call to ACI saw the car on the back of a transporter which arrived at the factory in the pouring rain. Ing. Alfieri came out and greeted me with 'It is a very olda car..we only maked the car to lasta fiva years!' At least that is what it sounded like. Added to that, I had taken the engine of my Maserati motor bike in the boot and no one knew anything about it.

That was a complete down but help was at hand. Pete Coltrin was close and luckily I had been in touch before leaving home. The factory did not



7, One 5000GT wasn't enough. Rob Box (right) is shown here having loaded Michael's second 5000GT, chassis 038 before leaving for England. Photo: Michael Miles.



8, Home in Hampshire, this was becoming quite a serious collection, with two 5000GTs and a Vignale Spyder. Photo: Michael Miles.

have any spares but Pete located some valves at the Orsi factory and a visit, organised by Pete, took place. We found the spares needed on the factory floor together with some 250F spares, sorted out the ones needed, paid for them and managed to get repairs organised. A few days later the car was ready. In the meantime, Pete had organised a visit to the factory and also a visit of Ferrari where Daytona Spyders were on an assembly line and I remember thinking that would not happen at the Maserati factory. There were also Dino Coupés in what seemed great numbers as Ferrari had to produce enough Dino engines to comply with various regulations. My wife, Marie-Elisabeth, has one and I wonder if hers was in that collection. A considerable amount of time was spent with Pete, which started a lasting friendship.

The car was driven back to the UK and again really enjoyed. It was fun, and noisy, did not feel big or heavy, went where you wanted it to go and stopped.

There was one other down. A squeaking noise proved, on inspection, to be a lobe on a camshaft that had been worn down due to lack of oil. There was swarf left in the camshaft which appeared to reduce

the oil flow and had caused the wear. A racing friend built up the camshaft lobe and reground it to the correct profile and I then refitted it. There was no other way. First of all, in those days, where would you get a camshaft for a 5000GT and then who could fit it? That was before all the specialist firms that exist now were able to help. The people who were available were small specialist racing engineers who proved to be invaluable. Job completed and time to enjoy again.

It should be remembered that a car consists of over 20,000 bits assembled together and even if everything is 99.9% correct, there are still 20 things to go wrong. Sometimes they do.

Even if the above activities with the car sound a little adventurous, I would like to tell you that, in the 1930s, my

wife's grandparents would drive from Burgundy to Alsace for lunch! Just think about that.

Dare I point out that driving cars then was fun and you enjoyed it. One eye was kept on the road to ensure the car was placed correctly and to see what hazards there might be and the other on the mirror to see if there was a keen motorcyclist with a white helmet ready to check your speed. Now you have to keep almost more than one eye on the speedo as almost any car can easily exceed any speed limit by at least 50% and the ride is so good you do not feel anything.

I did eventually sell the 5000GT. Why? Because a Bora (the first of two) had come to my garage. We have now traced the 5000GT again and hope to visit it in the near future. Do I regret it? Yes, but if it had not been sold, I would not have enjoyed other Maseratis since, so really no regrets. The Bora has also been traced and is now living quite happily in Australia.

One final note. A line from Joe Walsh of The Eagles (an owner of a 5000GT) is normally quoted when an article is written about the 5000GT which is "My Maserati does one eighty five." However, the next line, not normally mentioned, is "I lost my license, now I don't drive". A later line, which seems to never appear is "life's been good to me so far".

The latter is a perfectly adequate comment.



9, There are not many people who can say they owned a 5000GT, fewer still who can say they owned two. Photo: Michael Miles.



Be The Storm



Fuel economy and CO₂ results for the Maserati Trofeo range in mpg (l/100km) combined: 17.7 (16.0) to 23.2 (12.2). CO₂ emissions: 363 - 276 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 bit of F&M

*Or as they are more normally called, a 430 and a Ghibli 3. Both belong to **Howard Poole**, who compares and contrasts these two four-door Maseratis in conversation with the Editor*



Was the 430 your first Maserati?

Yes, it was. I bought it in October 1995 but I had been interested in them for a long time. My first paid work in 1981 was in the local Fiat dealer. This proved fateful! I found the Italian design and character far more interesting than other cars so I began to take note of the new models coming from all the Italian marques. Then in 1982 I bought the Car magazine with the white Biturbo on the cover. ‘One day I’m going to own that’, I thought, two months before I turned 15...

It was six years later that Fast Lane magazine featured the new generation Biturbo, a great first drive review of the 430 sealed the choice for me and thus began a seven year wait and search for the right car. At no point did I waiver and allow any alternative to be considered! And as is recommended when buying any non-mainstream car, I joined the club shortly after the purchase in December ’95.

And you’ve kept it all this time?

Despite working in various motor industry businesses for over thirty years

and having been fortunate enough to drive hundreds of different cars, including many revered AMGs, I never found anything that came close to providing the driving experience, it simply had to stay.

I know it’s a cliché but, ‘F’ has properly become part of our lives. Through the club it has given us the opportunity to visit places and meet people, many now long-term friends, that we would never otherwise have encountered. Why hire a wedding car when there’s a Maserati in the garage and a Keith to drive it? I still enjoy every mile behind the wheel and when, after twenty one years of ownership, I became able (within reason) to do what I wanted on four wheels, I kept coming back to ‘F’, now languishing in the garage.

So you embarked on a restoration?

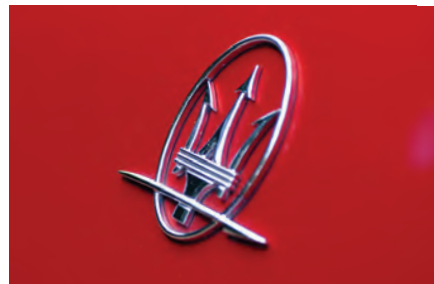
In a way, but I had run it over the years on a minimal budget and I began to wonder just how good it could be if it was also properly sorted. Decision made, let’s get one of Maserati’s least loved car up to where it should have

been from the start.

One of the often-asked questions is: ‘How do I make my car go faster?’ The appropriate answer is, so long as you already have a capable engine, upgrade the chassis and brakes so the engine’s potential can be exploited more of the time (I call this the ‘performance envelope’). The 430’s standard performance weaknesses are wheel control and relatively sub-optimal, easily overheated brakes. So, along with a thorough bodywork renovation (no worse than a contemporary Jaguar or Mercedes would require for those who think only Italian cars deteriorate) and mechanical overhaul at McGraths, I set about equipping ‘F’ with very highly regarded Ohlins suspension – uniquely made for the car, plus a set of Tarox 6-piston front brakes (interestingly, Tarox retain the ability to re-manufacture any of their products to order so were able

Howard Poole and his two Maseratis. The 430 is a late 1988 build and has been with Howard since 1995. It features a 2.8 litre fuel-injected version of the original Biturbo V6. Interior leather is all original. Photos: Michael Ward.





Last year this 2014 Ghibli S joined the Poole fleet. These cars are currently something of a used car bargain but are rare compared to the diesel version. Future classic for sure. All photos: Michael Ward.

to provide the appropriate caliper mounts and disc bells within a short time frame). The 310mm discs necessitated a change to 16" wheels so a project began with Image to design a replacement. Everything we did had to fit with the original spirit and design of the car so although the purist may shout 'no!', the resulting upgrades really do allow 'F' to deliver at a higher level. Factory finished in two-tone black over grey, 'F' had always been black all over in my ownership, a colour it carried well but I decided to return to the original style...except using the up-to-date Maserati palette. A trip to a dealer and a play with their colour samples led to the choice of Rosso Energia over Champagne.

Why did you decide to buy a Ghibli 3?

January 2020 brought about a change in circumstances that considerably reduced my personal mileage and the subsequent Covid pandemic then impacted our

overall transport requirements. Keeping five cars could no longer be justified and a review dictated that three should be sold. The first to go was my Legnum VR4 that had provided practical performance for twenty one years but was going to need considerable investment to keep long-term. The second to leave the stable was our Suzuki Baleno and the third (sold at Mathewsons auction in July) was Claire's quarter-million mile 1976 Mercedes SL. So, with 'F' staying without doubt, what was I to drive every day if our S-Cross was out and about elsewhere?

My years working with Mercedes had led to my concluding that their best all-round power unit carried the 500 moniker, both the older 5.5 litre naturally aspirated V8 and the later 4.7 litre biturbo. 370 to 420 BHP provides a properly useable 'performance envelope', unlike the AMG derivatives that are no quicker in the real world. Could I find something like this? To achieve daily turn-key motoring I was going to have to go modern and get into electronic systems and the maintenance risks.

I recalled our first encounter with

Ghibli 3s and a conversation with Simon Frodsham whilst partaking in 2017's Highland Fling 3. Simon was driving his second Ghibli so a positive view of the model was formed but immediately parked as I thought there was no way I was ever going to need one. Fast forward to 2020 though and I started to wonder if it was possible to buy a Ghibli for sensible money. "Well, have a look," said Claire.

More than enough encouragement! How did you find this particular car and why this one?

I typed 'Ghibli' and 'S' into Autotrader's search and five cars popped up. Hmm, Rosso Energia with Sabbia interior... 'M' was living in Kent with owner number two, a confirmed Alfa chap (curiously also custodian of a 4200 Spyder) who was using 'M' for high mileage work trips but really wanted a Giulia Q (his brother's it transpired) and so decided to sell 'M' after only one year to facilitate. Not skimping on the important stuff, he'd just fitted four new, OE spec tyres in addition to recent servicing and pad replacement. Defying all the rules for any prospective automotive purchase let

alone a potential account drainer, my inspection was limited to what I could see from lying underneath-ish. I was surprised to find everything visible to be in very good order where I had been expecting to build a list of negotiating points. Could it be this good? Having proved insurance, we embarked upon a test drive.

Leaving everything in default settings - I wasn't interested in exploring excitement and after all, 'M' didn't belong to me and I needed to ascertain if anything of concern was evident. Damn, again nothing with which to negotiate. With the promise of a fresh MOT, I bought 'M'. Upon collection a week later, the Giulia Q was already at Alfa house!

Do you use it as everyday transport and what's it like to run?

Yes. There is no reason not to apart from local town trips where it's easier to run about in something smaller. Nothing has failed in the first year and all controls, both physical and screen based, work as intended. Running costs are much lower than predicted having taken the time to research alternatives to the main-dealer offering and I don't drive like the ubiquitous drag-race style of contemporary journalism.

An oil change with OE filter and the correct oil is £75 without labour and front pads I've put into stock for £36. Tyre wear is measured at 0.6mm in 2500 miles front and rear (c.20,000 miles per set certainly unexpected for a 1.8 tonne, 400 BHP machine). Fuel

consumption is the big surprise. Using the I.C.E. setting, over 4000 miles 'M' has returned 28.4 MPG, regularly clocking 30+ with a one-trip best of 38 over 380 miles.

So, it's a practical proposition, but have you bonded with it?

Definitely. The Ghibli 3 is one of the least appreciated and hence most underrated cars of the post 2010 era. It really is that good. Well built, it is a superb blend of performance, comfort, practicality and (so far...) cost.

But being objective, for a large car it isn't particularly spacious inside (boot excepted), the light sensor is over-sensitive, the audio system's sound is poor, the column stalk is a reach for small hands (possibly due to the fitted shift paddles), there is no reversing camera (standard on later cars), you can only update the sat-nav via a dealer and, regardless of setting, the exhaust valves are always fully open on a cold start...

Do you think this is a 'real' Maserati?

Yes. Much of the widely written criticism of the car centres around the fitted FCA parts and the engine's origins but fails to acknowledge the demands of cost effective development and manufacturing. Having said that, chrome trim on the window switches (Dodge Dart I believe) is rather odd when other items present in brushed aluminium - after all, this a premium product. There is nothing wrong with the Chrysler touch screen. It functions well enough to be far more intuitive

than the needlessly complex, ultra HD laptops in other cabins. However, it's a very recognisable system and, like the window switches, surely something more in keeping with the brand could have been sourced.

But that engine is an absolute stunner. Irrelevant that it's allegedly based on Chrysler's Pentastar and starts life in the USA. It's unique to Maserati and developed by one of the finest engine builders to deliver real power and torque right where you need it with a reputation for maintaining its' integrity beyond 100,000 miles. The gearbox you'll find in many 8 speed autos. A manual change is rewarding but, with a self-shifter this good and programming well matched to the engine, you don't want a clutch. A friend said it's much smoother than BMW's set-up.

The rest of the chassis is up to the task of coping with the powertrain. I didn't want the skyhook suspension to avoid unnecessary complication. The spring and shock rates are strong, they have to be to handle the weight that the car disguises very well but cannot completely hide. If you like a soft ride, this set-up is not for you (and avoid the 20 and 21 inch wheels) but in no way is it hard or harsh. The upside is terrific feedback spoilt only occasionally by the wide tyres tending to skip over broken surfaces, a trait exhibited by most modern cars. I've read that the hydraulic steering is better than the later electric fitment, it's amongst the best I've used. To quote Jason Cammisa; 'it looks, it sounds, it smells, it feels. If





you don't want any of that in your car, there are plenty of alternatives'. A real Maserati then.

Do you think there are similarities between this and the 430? After all, both are saloons, conceived at times when Maserati was looking for higher volume production.

Yes and, no. They are not just on different pages, they're from different books, with thirty years of engineering progress between them. Oh, and build quality didn't apply in 1988 whereas I'd defy anyone to objectively prove the Germans (or for that matter the Japanese and Koreans) create anything better than the Ghibli 3. The problem is the yes bit. Both cars carried too high a list price to allow them to realistically compete for market share with their notional rivals and, bestowed with the negative connotation of being parts-bin specials, they struggled to tempt enough buyers with their undoubted emotional appeal. In this respect they both failed as new cars but, as used prospects...

Seen the price of a 190 Evo 2 recently? Or perhaps a £60k Cossie is your choice, or you can leave both in your wake with a sorted 430 (err, not 'F' though, sorry, not for sale). You might like a used Mondeo, or instead perhaps a nice Ghibli S? I bought 'M' with heart and head.

Do you think that cars like the Ghibli 3 are the right direction for Maserati?

Oh how I wish the passionate people behind the Ghibli 3 had been able to get everything right. If only they could have succeeded in launching a product that dispelled the historical preconceptions and had comparable price-point variants to truly run in front of E, 5 and A6. But then it wouldn't be a Maserati, would it? We know FCA (aka Stellantis) can achieve this concept, they're called Giulia and Stelvio. I think Maserati should focus on developing uncompromised models that are demonstrably better than the competition rather than again risking

'brilliant but flawed' status. The MC20 will sell well.

Would you buy another one?

Yes, assuming you mean with a combustion engine, though I doubt it will happen as 'M' looks like it will last until the electric revolution becomes inevitable.

So you wouldn't buy electric?

Not at the moment as the current hybrid again reportedly falls short of the opposition. It appears to be only an attempted emissions reduction exercise rather than a serious rival to say, the 530e but it's £13k more expensive and a recent test resulted in worse fuel economy than achieved by 'M'.

A while back two of us had a 'what's your car like?' afternoon. I was expecting Lee's I-Pace to leave me cold and actually it didn't. But he was not expecting 'M' to be quite so accomplished and ultimately concluded; "I do miss an engine". QED.



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Memories of an odyssey crowned by an historic victory for Maserati

Daniel Corbett describes a journey to the 1956 Italian Grand Prix at Monza and shares with us the incredible photographs he took that day as a teenager, restored by Michael Ward.

When I was young quite some decades ago, my father liked to indulge in what I might describe as epic drives, whether it was for instance in his Speed 20 Alvis, which he had bought before the War, or maybe his 1951 3 litre Tickford Lagonda. Each year in the 1950s he would take my sister, brother and I to Scotland to fish in late spring, upon occasion driving from Sussex to Sutherland in one. Later in the year he would plan journeys through Europe, particularly to France and to Italy and Spain, where entry visas were still required. He relished these long Continental odysseys, as did we, but he always ensured that they consisted of a mixture of enlightenment and education as well as of fun for us, his teenage children.

For 1956, he decided that we should visit Italy once more and, no doubt prompted by his pre-war motor racing experience, he arranged for us to attend the Italian GP at Monza as a cocurricular part of our holiday. I well remember his then current car, a 1954 Bristol 403, being loaded onto a Silver City Airways Superfreighter at Lydd in Kent and this was the start of our journey via Le Touquet, to Paris, Chartres, Varennes where we stayed with French friends in their fine Restauration château, to Nimes and Arles with their Roman splendours and the nearby magnificent Pont du Gard, of which I still have fond memories of seeing with not another tourist in sight! A highlight at St. Tropez was that I was fortunate enough to sit in a bar within about six feet (or do I mean somewhat under two metres?) of Brigitte Bardot, who



in those more civilised days did not need to be surrounded with minders. Thereafter, on to Nice and San Remo, where the 4CLT had won the 1948 Grand Prix in the hands of Alberto Ascari and thus earned itself the proud soubriquet of the ‘San Remo’ Maserati. Thence it was onwards to Lucca and Florence, overflowing with fabled art and beauty, and finally turning northwards towards Milan and Monza and thereupon the start of our homeward journey.

1, Corbett senior’s Bristol 403, a very suitable grand tourer in which to transport the family to Italy in the summer of 1956.

All photos: Daniel Corbett

For the European Grand Prix at Monza, my father had booked a ‘palco’ or box almost above the Ferrari pit and, accordingly, we had wonderful views, not only of the race itself, but of the paddock behind and the dramas in the pits below – and dramas there were, for in truth this



2, Behind the pits at Monza before the race. The line of 250Fs are being pushed to the grid. In total there were 11 examples entered including two new ‘offset’ chassis for Behra and Moss.

was a curious race and of all we had an unrivalled panorama. The Italian GP was the eighth and last event of World Championship series for the year 1956 and it could be argued that Maserati were extremely lucky to win, as the rough surface of the banking and an unfortunate choice of tyres almost certainly robbed the Lancia Ferraris of victory. On top of this as and as I have previously mentioned, the fact that Luigi Piotti was able to push with his Maserati a fuel-less Stirling Moss back to the pits to replenish the latter's offset 250F #2525, thus allowing Moss to win the race, was one of the more extraordinary happenings to have occurred during the fifty or so years of the history of Grand Prix racing up to that time. In addition and prior to the foregoing, Wolfgang von Trips had lost control of his Lancia Ferrari at 130 mph on the Curva Grande during practice and had the Ferrari team investigated the cause and taken

remedial action, they could almost certainly have changed what was to become the history of this race.

On the day of the race, Sunday 2nd September 1956, the rain fell heavily but intermittently throughout the day and the first incident of many set the scene for what was to ensue for the Lancia Ferrari team. I distinctly remember seeing Alfonso de Portago (both he and Gerino Gerini were marquises, one Spanish and one Italian, the former driving for Scuderia Ferrari and the latter a Maserati for Scuderia Guastalla), whose tyres had been unequal to the strain they were subjected to, caught in an uncontrollable 160 mph slide off the end of the banking and limping slowly back to the pits only to retire with broken suspension. In similar vein, Eugenio Castellotti, rated as the best Italian driver since World Champion Alberto Ascari, came off the banking onto the straight with his rear left tyre in ribbons, which resulted in a massive

slide with violent gyrations, thus ending his race and from which he was fortunate to emerge unscathed. On the 19th lap Juan Manuel Fangio came into the pits with his front wheels splayed, his right-hand steering rod having given way. Peter Collins, who was lying third, handed over his car to Fangio on Lap 35, which Musso had declined to do, thus enabling Fangio to finish second and, crucially, to win his fourth World Championship. This was an astonishingly generous and sporting action when one considers that, without it, Collins himself could possibly have won the World Championship. In an almost carbon copy of previous Lancia Ferrari mishaps, Luigi Musso was leading when his left hand steering arm broke on Lap 45 and he slid all the way from the banking along the straight to eventually come to rest parallel to and a few inches from the pit wall. This further Ferrari disaster resulted in Moss now taking the lead again and



3, Fantastic evocative paddock shot. Maserati mechanics pushing the works 250Fs for Godia-Sales (38), Villoresi (34) in what would be his last race and Maglioli (46). Bringing up the rear is the privateer 250F of Halford (48) and to the right, Fangio's Lancia/Ferrari D50 (22). The Ferrari transporter is parked next to their tyre supplier for the race, Englebert. It was to prove an unlucky combination.



4, Bruce Halford's privateer 250F with Halford himself following on behind the mechanics. He was to retire on lap 17 with heavy smoke billowing from the engine.

on the last lap only 10 seconds separated Fangio from him, but Moss remained unshakeable to hold on and to win this most dramatic of races by a clear six seconds and with less than



5, Finally, the reigning champion's car. Juan Manuel Fangio's Lancia/Ferrari D50 being pushed out onto pole position. The photo was taken from a spectating box above the Ferrari pit.

two litres of fuel left in his tank.

As a footnote, it has been suggested that, had the Scuderia Ferrari inspected the damage to von Trips' car, there would perhaps have been the

opportunity of reinforcing the steering arms of their cars and thus avoiding the calamitous accidents which overtook them due to a lack of robustness of vital components, for it was well known that the characteristics of this notorious banked track were a severe test of mechanical strength and durability. However and as it transpired, this was a great day for Stirling Moss and a memorable victory for Maserati, winning their home Grand Prix and also gaining 4th, 6th, 7th, 10th and 11th places as something of a sideshow. Ferrari were now the World Champions for 1956 and Maserati would have to wait another year in order to take over this coveted mantle, but the spectacle provided me as a young teenager with indelible memories and, as I have mentioned in earlier articles in Trident, it ignited my enthusiasm and affection for Maserati. The event furthermore had a profound effect upon an important part of my life; namely, the immense amount of



6, Assembling the grid, with L to R, the Gordini of Da Silva Ramos (8), Les Leston's Connaught (2) and then the 250Fs of Godia-Sales (38), Gerini (42), Maglioli (46) and Piotti (40). It was the latter's quick thinking and assistance at a crucial moment that helped Moss to win the race.



7, The grid. Two Gordinis and a Connaught await the arrival of the Maserati entries, with what the Editor hopes is Moss's winning 250F being pushed up the grid to the right. Photos: Daniel Corbett.

pleasure that I have derived from the very special cars I have owned, the most important and best loved being my Maseratis.

I conclude this piece by returning to the possibly more important of the

afore-mentioned objectives behind my father's peregrinations and, as was his wish, we his children certainly had the great privilege of absorbing history and beauty in many of the places we visited, for which I shall ever be



grateful. Paris, Pisa, Florence, La Scala in Milan, etc. were perhaps amongst the most important of these, although I think that it would be remiss of me not to include St. Tropez in the list!



8, Leaning over the balcony of the spectator's box, a young Daniel Corbett was able to take this amazing photograph of Alfonso De Portago's Lancia/Ferrari D50 in the pits having crashed on the banking following a burst tyre.

9, Fangio in the number 22 Lancia/Ferrari D50 comes into the pits, his steering arm broken.

10, Another failure for Ferrari. Eugenio Castellotti on the long walk back to the Ferrari pit after his D50 burst a tyre and span off on lap 10. However, his race was not over as he later took over the D50 of Fangio, which had been repaired during the race.

11, The blur of excitement as Peter Collins in a Lancia/Ferrari D50 chases Harry Schell in a Vanwall. On lap 35 Collins pitted and handed the car over to Fangio, so ending his own chances of becoming World Champion.



Club Events

As the effects of the pandemic subside, we see the welcome return of Club events



VISIT TO THE SHUTTLEWORTH COLLECTION

One year and 106 days after the Club's last face to face meeting, the Northern Lights dinner on the 8th of February 2020, 30 members in 14 Maseratis, one Abarth, and one Alfa Romeo met up at the Old Warden Estate in Bedfordshire on May 23rd to view the Shuttleworth collection of historic planes, cars and motor cycles.

The weather on the days leading up to the visit, along with the pessimistic BBC forecasts, had done its best to keep people in their beds but having been given the Government all-clear for 30 people to meet outside on the 17th of May, nothing was going to deter these members from attending and everyone duly arrived on time.

And what a good selection of cars we had for the event with the Sebring of Jerry and Clare Hutton, the Indy of Mr and Mrs Weller, Keith Davies and Dave Smith in Keith's 222E, Andrew and Alison Hutton in their Ghibli 3, the QP5s of Sean and Michele

Muirhead and Gareth Kerry, two GranSports belonging to Pete and Trudy Stewart and Mr and Mrs Collet, David and Glenys Timmons with their 4200 Coupe and no less than five 3200GTs for the Woods, the Lambdens, the Smiths, the team of Graham Mutlow and Ray Kent and us, the Bartons. Finally, there were two distant cousins, as Geoff Lancaster came in his Abarth 595 and Duncan Mitchell in his Alfa Romeo Giulietta.

The idea for the day was to view the collection of planes and cars but not surprisingly, when people first arrived, what was immediately apparent was that there was a year and 106 days of catching up to do first before any visit could begin.

The house and estate at Old Warden were once the home of Richard Shuttleworth, pre-war aviation enthusiast and racing driver and much of what is on display today is still his original collection. Although

smaller than say Brooklands Museum the fact that every exhibit in the six buildings has its wheels on the ground, still flies or drives, I think makes this collection unique. And what also impressed me was the condition of the exhibits which were in all cases first class.

For members that fancied the walk a visit to the Swiss Garden was well worth the effort. The beautiful collection of shrubs and trees and with its rhododendron bushes in full bloom it was peaceful and relaxing.

And the weather, well apart from a few showers it stayed dry for most of the day and even if it had rained the cars looked like they had received plenty of love and protection during the lockdown period.

I would like to thank all those that attended for their enthusiasm and for the way people mixed with each other on the day. I hope to see you all again on future events.

Rex Barton



1, Club members lined up outside the hangars at Shuttleworth for the Club's first post-pandemic event. All photos: Dave Smith.

2, The more modern cars were the greater proportion, including examples from 3200GT to Ghibli 3. 3, Amongst the classics were examples of Indy and Sebring.



4



5

THE LONDON CLASSIC CAR SHOW

With a new outdoor venue at Syon Park, the London Classic Car Show took place on the last weekend in June and for the first time, the Club had a stand. The theme was simple. Maserati road cars through the ages but they all had to be red. Discussions on which red followed but the assembly, chosen by organisers Luq and Jane Niazi, were Roger Epsztajn’s Sebring Series 1, Mike Mariscotti’s Ghibli SS, Michael Roberts’ Indy, Tony Bernstein’s Bora, Pete Stewart’s Merak and my Shamal.

This show has now come of age, having started at Excel a few years ago and then last year at Olympia. The new venue was partly chosen because of Covid guidelines but worked very well and it continues to have the same mix of club stands, dealer stands and automobilia. Something for everyone in fact, including commentary and interviews by Tiff Needell and a central display

focusing on different eras of car design. One of the few other Maseratis on display was Henry McNeill’s Ghibli Cup, part of the ‘80s and ‘90s ‘Brutalism’ class!

Elsewhere, CCA held an auction on Saturday afternoon, which featured a very nice, low mileage, Quattroporte IV V8 Evo (sold for £18,315) and Mike Hilton’s newly restored 1969 Ghibli drew a crowd to the 96 Club stand.

According to Luq and Jane, the show worked very well for the

Maserati Club, with lots of membership enquires and interest in the cars from the 4000 attendees. The Chairman, who manned the stand on the middle day, went further, reporting that quote of the day was ‘it was worth coming to the show, just to see these Maseratis’. I hope he signed that person up to the Club immediately!

This show used to be held in the early part of the year and felt like a gentle season opener. Ironically, Covid has made sure it still feels the same. **Andy Heywood**

4, First day at the London Classic Car Show and the Club stand is already attracting attention. Photo: Luq Niazi.

5, Michael Roberts’ Indy, Pete Stewart’s Merak and the Editor’s Shamal.

Photo: Nick Bowden.

6, Mike Mariscotti’s Ghibli SS.

Photo: Nick Bowden.

7, This QPIV V8 Evo manual was in

the CCA auction and sold.

Photo: Nick Bowden.

8, Mike Hilton’s newly restored Ghibli on the 96 Club stand.

Photo: Nick Bowden.

9, Tony Bernstein’s Bora with appropriate number plate.

Photo: Nick Bowden.

10, Henry McNeill’s Ghibli Cup.

Photo: Nick Bowden.



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BOOKS

Maserati A6G2000 by Walter Bäumer
By the Editor

Following his 2013 book on the A6G Zagato cars, German author and arch Maserati researcher Walter Bäumer has recently released a companion work on the remaining A6G2000 cars bodied by Frua, Pinin Farina, Vignale and Allemano. And like his earlier work, it concentrates on individual histories of each chassis number, from original build details to current whereabouts if known.

In 1950, the A6G2000 series replaced the A61500 and the first few, with large coupe bodies by Pinin Farina, had a similar 'Berlina' look to the earlier car. As the series progressed, the styling developed. Vignale produced one stunning example, but all the later cars were bodied by Allemano and Frua, the latter especially producing some of the most beautiful cars ever built. These were rare and exotic jewels, built to order over a seven-year period by a Maserati company that still predominantly made racing cars. Even though the engines were de-tuned, the chassis and running gear had much in common with the competition cars and the A6Gs had a reputation as 'racers for the road'. Today, that is the Holy Grail for classic cars and while the cars featured here are overshadowed by the value of the Zagato-bodied examples, they are still only for the super-rich.

Books of this type are the culmination of many years of painstaking research and in the pre-internet age in which these cars were built there was a lot of misinformation as well, even from some respected sources, so it takes a determined author to venture into this territory. Each of the 53 cars covered here

represents a global detective story that began with establishing whether the original build details were correct and continued with trying to piece together the history, and in many cases the actual pieces, of the cars as they became older.

In fact, this decimation is one of the main themes. It seems incredible to a modern audience how little the owners cared about these cars during the pre-classic era of the 1960s and 1970s. Many would think nothing of removing the six-cylinder Maserati engine if it broke and replacing it with an American V8 or modifying the body to suit their own taste. Or even in more than one case, removing the original body altogether. And then in the 1980s, the cars started to become valuable and since then the emphasis has been on trying to re-unite the cars

with all their original parts. It is all documented here, without judgement but with some stunning period photographs, not only of the cars when new, but also in later guises. Bäumer's previous career as a photographer and art director means that he knows the power of these pictures, many of which have been lovingly restored in hi-definition and are often, rightly, given pride of place.

Each chassis is discussed in detail, with notes about previous owners and restorers throughout. Of course, even after a lifetime collecting information about these cars, it is still an



1, Chassis 2022 with Pinin Farina body and single cam engine was presented at the Paris Salon in 1951. The gentleman in the lighter coloured suit is Guglielmo 'Mimmo' Dei, the Rome Maserati agent and founder of Scuderia Centro Sud. All photos: Bäumer collection.



2, The 1956 Frua Spyder chassis 2180 as photographed by *Quattroruote* magazine in 1957.



3, Chassis 2116 with Allemano body was exhibited in the paddock at Monza in June 1956. It obviously created a lot of interest.

incomplete record, and a surprising number remain undiscovered, which at least gives hope to the barn find dreamers. But there are some great anecdotes, the like one about the three enthusiasts sitting in a diner in California discussing that barn find dream, only for the waitress to tell them she had an A6G in her shed.

Of course, while information on previous owners is still acceptable, data protection laws these days preclude the publication of details of current owners, even the less modest ones. Instead, the author leaves knowing hints. This is one of my criticisms of the book, in that it is not for beginners and a lot of prior knowledge is assumed. For instance, there is little more than a cursory

history of the model, its position in the history of Maserati or its development before we dive headlong into the individual chassis. In addition, sometimes the chassis details read like notes, rather than a



6, Nearer to home, the second series Frua Coupé chassis 2114, as photographed in the UK in 2003. Photo: Michael Ward.

narrative, making it feel like more like a register than a model history.

Nonetheless, this book provides the only up to date reference for these cars, and as such will quickly establish itself as an essential resource for owners, dealers and restorers alike. At £90, it is possibly not for the casual enthusiast anyway, but the real Maserati cognoscenti will appreciate every moment of it.

Maserati A6G2000 is published by Dalton Watson Fine Books and available from all the usual sources.



4,5, Another Allemano bodied car, this time chassis 2195. This car was left outside in the Arizona desert during the 1960s - just one of the numerous incredible histories this author has uncovered.

Back Catalogue

The legend of Maserati air horns is a peculiarly British story. Harry Moss International Ltd sold car accessories from its London base during the 1960s, including Maserati branded air horns. The eponymous founder was often seen in his own adverts, including one where pictured behind the bars of a roof rack, the tag line said, 'Harry Moss has done a lot of time looking for a great roof rack!'. Harry Moss continued to trade for many years as Audioline, specialising in car radios and those crazy graphic equalisers we all thought we needed in the 1980s. The strange thing is that the licence to use the Maserati logo would have been granted not by the car manufacturer, but by the subsidiary company 'Fabbrica Candele e Accumulatori Maserati', which had made the spark plugs, batteries and motorcycles, so Maserati never fitted these horns on their own cars and consequently, very little is known about them outside the UK.



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The horns in the picture are the T3 Minor set at £11.11s.0d. with chrome trumpets; with plastic trumpets they cost £9.5s.0d. With these horns you can play three different notes in an alternating sequence, or just one harmonious chord of all three together. (By the way, all Maserati air horns are perfectly legal in the U.K.—there are now more than 70,000 cars which have them fitted already.) You can find Maserati air horns (6 & 12 volts.) at all good accessory shops and garages along with other Harry Moss guaranteed equipment. And if you would like a complete Harry Moss catalogue—just drop him a line.

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