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The Maserati Club Magazine




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Issue 143 Winter 2021

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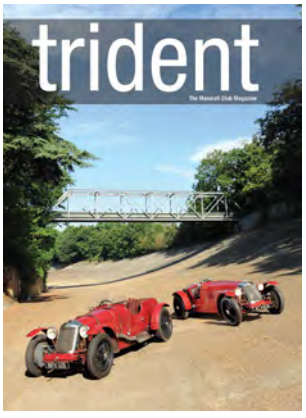











**Cover:**
Two early Tipo 26M Maseratis back at Brooklands, where they both raced in the 1930s. Our Profile in this issue looks into the complex history of these two cars.
Photo: Bonhams.


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# From the Editor

***Andy Heywood***

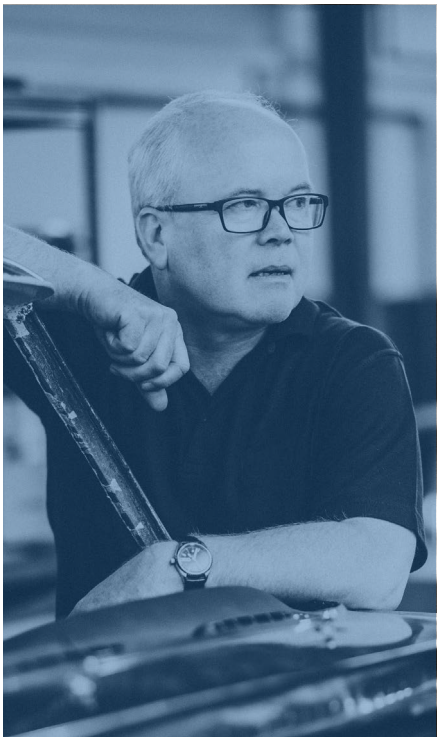
The recent 40th anniversary of the Biturbo has been marked by a wave of articles in the motoring press. One that certainly caught my eye was some online content on the Autocar website, taking the form of a buyer's guide. As is the norm, they sought expert opinion, which I quote here as follows:

'Today, few people have a kind word to say about the model. People such as Karl Verdi, founder of Verdi Ferrari, an independent Ferrari workshop: It was trash: badly designed, badly engineered and loose-feeling. I remember a friend spinning his new Biturbo on a bend and then being all over the place at a track day.'

Autocar countered that with some much more positive owner views and tried to redress the balance as one might expect but the damage was done, again.

Forgetting that they were for some inexplicable reason asking a Ferrari expert (is the Modena Derby still alive and kicking?), it is unfortunately the predictable response among car enthusiasts that the Maserati Biturbo wasn't a good car. The reason always given is that it was rushed into production by the megalomaniac de Tomaso.

In this Trident we explore the birth of the Biturbo and included are comments from Giordano Casarini, one of the engineering directors on the development of the car, who admits the car was rushed into production, but lays the blame firmly at the door of the Italian Government, rather than at de Tomaso. Is this true, or support for his old boss, whom he clearly admired? We may never know, but in the feature 'This Maserati Life' I ask my subjects to



nominate guests for a Maserati dinner party, and if asked my own question, Alessandro de Tomaso would be on my list for sure.

Whatever the general opinion was of the Biturbo when it was new is actually irrelevant now that it has become a classic. The disgruntled masses have long-since moved on, leaving the enthusiasts, who will forgive the peccadillos that made them frustrating and focus on the good bits, of which as the cars became more sophisticated, there were plenty. And enthusiasm for them is currently growing. Auction results in particular are suggesting that these cars are now finally beginning to be appreciated outside the Maserati Club.

Of course, within the Club and in Trident we are at liberty to exercise a bias towards our favourite marque and we are also able to indulge ourselves in a way that general motoring magazines cannot, which brings me to our Profile feature, on two of the Tipo 26M cars.

Many people have commented to me over the years on how much they still enjoy re-reading the early editions of Trident, especially the more in-depth features on mostly racing Maseratis. When Daniel Corbett first sent me the correspondence that started this project, I didn't really know where it would end. All I knew was that I couldn't resist the puzzle. But as it grew, I realised that this was an opportunity to do something more akin to those early articles, and that while it is unusual to have one such dominating feature, that in itself is no reason not to include it. So, for all those who enjoy the early Tridents, I hope that you will also enjoy this. And for those who don't, panic ye not, for the work involved in this level of research will preclude a feature on this scale in every issue!

It is great to see that the MC20 has finally arrived. John Bennett's feature on a trip to Italy for the MC20 Experience is included in this issue. It has been a long time coming (both the car and the trip) but worth waiting for. And a few have been spotted on UK streets too. What with the recent announcement of the expansion of Maserati Classiche, it feels as though there is a lot to look forward to in the world of Maserati in 2022, and Trident will be there to report on it.

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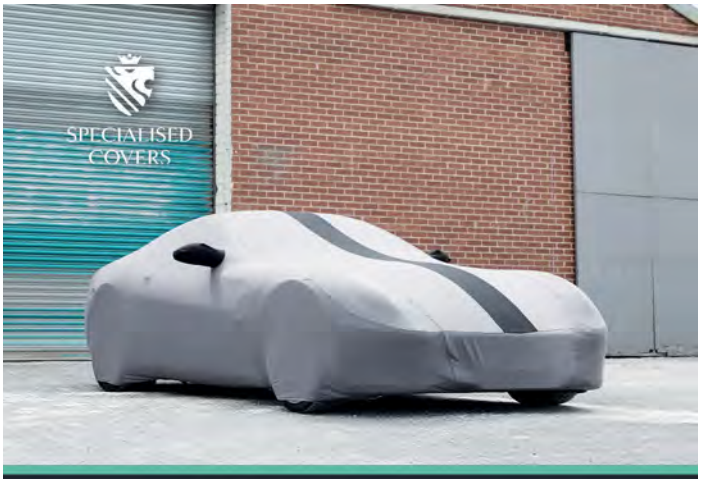
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# This Maserati Life

*Not many people own a Mistral Spyder, and fewer still own three of them. And certainly, only one of those keeps each of them on different continents. The Editor catches up with global Maserati enthusiast and founder of Maserati Owner's Club of Australia,* ***John Gove,*** *to ask him about his Maserati Life.*

**From the beginning**

I was born in Melbourne in 1948 and apart from five years living in Northern Australia, Judy and I have lived here all our lives. We live on six acres on the outskirts of Melbourne in a bush environment. We have been married for fifty years and have two children and one grandchild.

I studied geology and then worked as an exploration geologist for five years. I then worked for 17 years at Mobil Oil in sales, strategy and marketing before starting my own consulting business in 1992 in payments (credit cards, EFT) and loyalty programs which took me around the world with major clients in all six continents (but none in Antarctica!). I'm now retired and busier than ever.



*1. John Gove and his UK-based Mistral Spyder at the Maserati Centennial event in Italy 2014.*
*All photos: John Gove collection.*

**What were your earliest automotive influences?** My father was my first influence. Although not a car enthusiast, he appreciated good quality cars and always worked on the family cars himself. But probably my major influence was the group of friends I had at school and then university. Most of my friends had T-series MGs, but my budget wouldn't extend that far. In my early years I was mainly attracted to pre-war sports and sporting cars, particularly from the 1930s, such as Bugattis, Bertelli Astons, Bentleys, Alvis, chain-drive Frazer Nashs and the like.

**What was your first car?** It was a 1939 Vauxhall 14 - a rather pedestrian saloon, but I loved it. I did all the work on it myself, including full mechanical rebuild and respraying (many times). Interestingly, I've now gone full circle and recently purchased a 1936 Vauxhall 14 special which is brilliant. Whilst it has all the performance of my 1968 Ghibli running on two cylinders, it sounds and looks wonderful.

My first sports car was a 1964 ex-police Triumph TR4 in Wedgewood Blue which I bought in 1972 and we drove around Australia twice. That was in the days when, in the more remote areas of Far North Australia, you may have to travel stretches of over 500 kms of unmade road with numerous, large, potholes and numerous abandoned cars scattered alongside the road because the cost of towing them to the nearest town (often hundreds of kilometres away) was just too great. We had a wonderful time in that car but had to sell it when our first child arrived.

Then began my love affair with Italian cars. My first new car was a 1975 Fiat 124 Sport, which later served as the second family car for some 25 years. Then followed a number of new Fiats, an Alfasud Sprint, some Fiat 124 Spiders I imported from the US and Fiat Dino Spiders.

**When did you first become aware of Maserati?** In the late 1960s, when there was a 4.0 litre Mistral Coupe on the cover of Autocar (I still have that magazine) which I thought looked amazing. But I never thought I would ever actually own one!

**When did you buy your first Maserati?** My first Maserati was a twelve-month-old Ghibli II which I bought as my everyday car in 1996. It

was a fabulous car and is still a much under-appreciated model today. I changed that car three years later for a 1998 Ghibli. This model had a six-speed gearbox rather than the five-speed manual on the earlier car, which transformed it. That was followed by a 3200GT in 2003, which I still have today. A classic magazine recently said that boomerang taillights will never be uncool, and I think that sums up a wonderful car which re-launched Maserati.

**When did you get into the classics?** In 2002 I bought a 1968 Ghibli, which I still have. This was the 1969 Earl's Court Motor Show car and its first owner was Australian motor racing legend Bob Jane, who had raced a 300S in Australia. Apparently, Bob was upstairs at the Earl's Court Show with his brother, when they spied the Ghibli below. His brother said to Bob, half jokingly, that he really should own a road-going Maserati seeing as he raced one, so Bob went straight downstairs and purchased that very car on the spot.

I'm now very lucky to own a number of Maseratis, but my favourite model is undoubtedly the Mistral Spyder. We own three Mistral Spyders - one in Australia (3.7 RHD), one in the UK (4.0 RHD) and one in the US (4.0 LHD which was owned by Michael Miles for many years in the 1970s/1980s). These are touring cars par excellence. As many readers will know, Judy and I come across to the UK once or twice a year (COVID years excepted) and take extended holidays throughout Europe. Buying these Mistral Spyders, when they were much cheaper than they are today, has given us some truly memorable experiences. Our UK-based Mistral Spyder has taken us as far South as Corsica, Sicily and Croatia and as far North as Norway and Sweden. Surprisingly, all three Mistral Spyders originally came with hardtops, despite the fact they only delivered 11 cars from new with a hardtop.

**When did you join a Maserati Club?** I joined the Maserati Club of Australia in 1996. Unfortunately, the focus of the club was on track days rather than Maseratis and after failing to get a more Maserati focus in the club, I left and in 2015 I was instrumental in setting up the Maserati Owners Club of Australia.

I joined the UK Club in 2011 at the urging of good friend Steve Dowling. At that stage our (UK-based) Mistral Spyder was still being brought up to proper touring condition by Mark Devaney following years sitting stationary in a private Italian collection. Thus, it wasn't until April 2014 that we attended our first event which was the Cameron Millar Spring run in Scotland. And what a wonderful event it was. We were immediately made to feel welcome with members going out of their way to ensure we felt included.

**Since then, you've been on lots of other club events. What are your highlights?** There are so many great events it's hard to choose favourites. We love coming across to the Cameron Millar spring runs and




*2. John and Judy at Concorso Italiano in Monterey in 2016 with the 4200 Spyder.*



*3. Touring the USA in the 4200 Spyder in 2016. Monument valley with the hood firmly down!*

attended them all from our first one in 2014 until COVID prevented us from travelling. In the context of wider Maserati clubs, we love the Global Gatherings, having organised the first such event in Australia and participated in the second event in South Africa. In Australia, it was wonderful to see so many people from around the world sharing experiences, cultures and stories (both tall and true). We had participants from five continents. I must also make special mention of the Discover Norway Tour organised by the Norwegian Club in 2017 which was attended by a number of UK Club members. Maserati Days run by the US Club in conjunction with Monterey Car Week has also been great fun.

**So these days, is it Maseratis all the way?** Actually, no, my other main motoring passion is Fiat Dino Spiders. These are amazing cars and have long been under-valued (although less so these days). A Ferrari designed



*4. John's Australian Mistral Spyder at Sydney Opera House during the end of the Global Gathering in 2018.*

quad-cam 2.0 litre all alloy V6 with three twin choke Webers all clothed in a strikingly beautiful body makes for a stunning car. We have travelled throughout Australia, around Europe and into remote areas in the US in these cars.

My love of pre-war cars also continues to this day, and I have an Alvis Speed 20 undergoing full restoration with a new body (I bought it as a rolling chassis) as well as the Vauxhall 14 Special.

**Why do you think you are particularly attracted to the Maserati marque?** Maserati make the type of cars I like - very sporting cars which are stylish and beautiful but understated. They are equally suitable for quick blasts through winding roads or long continental journeys. They're the type of car you can take on four-to-six-week tours, as we do, and never tire of them.

Judy and I share our passion for classic cars and open-air motoring, and we rarely have the hood up. We've driven through Wales whilst snowing in the middle of the day and through Death Valley in California at over 110 degrees with the roof down.

**If you hosted a dinner party for four guests from the world of Maserati past and present, who would you invite?** Wow – what a question! I think it would be the car designers. The Italian car designers of mid last century were amazing – prolific, innovative and such timeless beautiful designs. So, I would settle on Giorgetto Giugiaro, Giovanni Michelotti, Aldo Brovarone and Marcello Gandini who between them designed some of the most iconic Maseratis. What an evening that would be!

**Have you ever achieved Maserati heaven, that dream drive?** Many times. However, I think the standout for Judy and me was a fabulous drive in our Mistral Spyder from Cortina d'Ampezzo in Italy through The Dolomites to Fluellapass near Davos in Switzerland. This route passes through the Giau, Falzarego, Gardena and Fuorn Passes.

After attending the Cameron Millar in Luxembourg in 2016, we drove down to the Cote d'Azur for a few days before driving across to Trieste and then up to Cortina. We had very wet weather for our first day in Cortina and were disappointed because it curtailed any sightseeing. However, every cloud has a silver lining and after a night of rain, the next day dawned sunny with bright blue skies. Better still, considerable fresh snow had fallen on the higher levels. Not enough to close the roads but certainly sufficient for picture perfect drives through the passes. This almost 300 kms drive from Cortina to the Fluelapass was truly spectacular. The weather, the road, the scenery, the car all came together in perfect harmony.

**And your parting shot?** While I'm passionate about Maseratis (I have a genuine case of Tridentitis), what we really love is the places they take us, the people we meet and the many friends we've made.




*5. John and Judy with the UK-based Mistral Spyder on the Passo Giau in the Dolomites, 2016. A dream drive!*

# Driving the MC20

*Since the era of the 3200GT, Maserati has offered on-track driving courses at the Varano de Melegari circuit near Parma in Italy. Having had a number of false starts due to the pandemic,* ***John Bennett*** *and some other UK Club members finally made it to Italy in October to sample the new MC20.*






Way back in February of this year, right in the middle of lockdown, the Club sent out an invitation to book a place on the 'MC20 Experience'. At that time the highlight of my life was meeting two friends in the garden round a brazier with a cup of coffee and I'd have booked and paid anything to escape. Here was something to look forward to and my name was on the list and my money gone before you could say Maserati Biturbo!

The date of the 'Experience' was given as July 6th; UK group organiser Drummond Bone (actually his secretary Nathalie) announced they had around 20 names and so the day would be exclusively for the UK Club. Date in the diary, flights booked and sit back and wait in anticipation of a driving treat. In June there were negative vibes from the factory about the Italian Government imposing internment for visiting Brits. Next up postponement to October!

October 25th was the chosen date for the 12 remaining on the list. Four of us were flying BA to Bologna and Craig Gordon offered to organise entry to the BA First Class Lounge at T5 - wow, his BA Exec card must be solid platinum and studded with diamonds! This meant our little group of Craig, Robin Lee, Michael O'Shea and myself had the most auspicious of starts before our gentle flight to Bologna. Here we were met by our Lancia taxi and whisked off to our hotel in Modena, the Best Western Plus Modena Resort. As one does on occasions like this one just dumps one's bag in the room and heads for the bar to see who else turns up and what's being said. And so, the group assembled, including a couple of Norwegian Maserati owners who were joining us for the day.

Dinner was in the hotel restaurant - a problem for me as they scanned all our QR codes and my stupid Scottish ones wouldn't work - neither those on my




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*2/3. The new MC20 being put through its paces at Varano in October. All photos: Maserati SpA.*

*4. L-R Drummond Bone, John Bennett and Craig Gordon on the MC20 Experience.*

phone nor on my paper copy. Hans, my new Norwegian Maserati friend quickly pulled me aside and asked for my mobile number. Two seconds later he said that's it done, use the code I have sent you, it's my son's. It worked perfectly over the entire weekend. Had anyone checked they might have noticed that I was not a 35-year-old Viking!

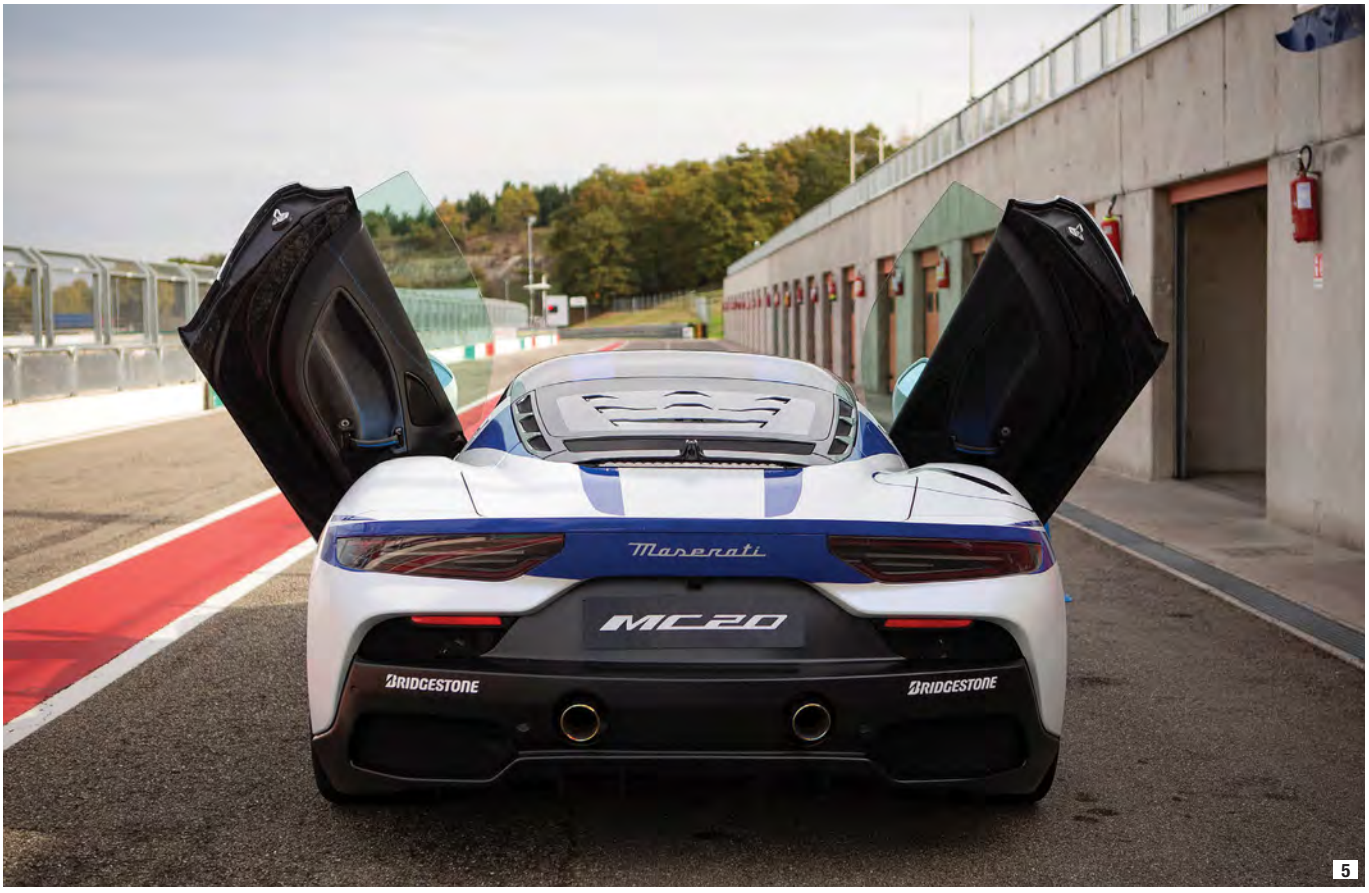
Strangely at dinner there was no host from Maserati and so we all got piled in to support the Italian wine growers association. The group was now 12 Brits with four wives and two Norwegians with a friend and a wife - 20 of us all eating and drinking to our heart's content. If you have been to a proper dinner in Italy then you know that the excellent food and wines just keep coming! Great fun, lots of noise and happy voices.

Next morning: breakfast and onto the bus to take us to the Maserati factory. We were split into two groups and all equipped with an earphone radio to allow us to hear our guide. Our phones all had tape put over the cameras and so this was obviously serious stuff! Off we set to walk round the production line. Last time I was there they were making the last of the GranTurismos with the odd Alfa 4C and some Fiat branded GM Jeeps. It's all different now with a revised layout and new lines. It starts with the tub (made by Dallara) which, as it proceeds is added to at each station. We walked alongside the line as rear engine frames made out of jointed square tube and huge uprights to hold the front suspension were added. Roof panels were next, before the cars turned 180º to move down the second line. Sadly, it was a training day and not much actual work was taking place but it was still amazing to see the progress of the cars on the line as they were built up. What was very obvious is that there is a huge amount of electronics built into these cars and that they look immensely strong. By the end of the fourth line the cars were complete and ready for testing, both statically and on a short drive around Modena.

We watched the sprayshop paint the cars with two computer-controlled arms and not a human in sight! Then onwards to the engine shed where Maserati builds their new engine: a 3.0 litre twin turbo V6 giving 630 bhp and with the completed car weighing c1500 kg a 0-60 mph time of 2.9 sec is the result. That's quick.

We saw around 40 cars in all, including those on the line, in the test area and also about a dozen waiting for delivery. Of these some 60% were black (Nero Enigma); we were told that's the colour you get for the base price. There were cars in all the current colour range, Rosso Vincente (red), Giallo Genio (yellow), Blu Infinito (blue) and Grigio Mistero (grey). The red, yellow and blue are very strong but work well. That said, I'll opt for the Grigio Mistero as I'm that kind of quiet and retiring person.

They are making six cars a day and




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so the tub that starts on the line on a Monday probably won't roll out as a complete car until the Wednesday. That's just 30 cars a week and we were told they are only building to order. At the time of writing there were still a few cars available to order with UK dealers for delivery in 2022.

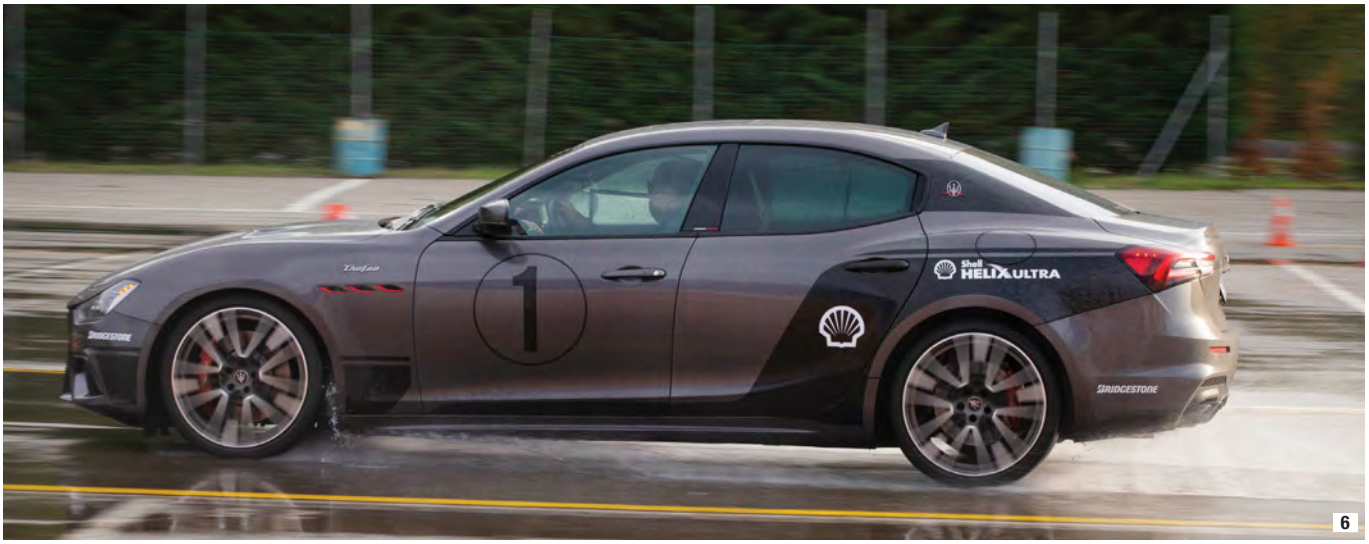
A brief shopping experience in the Maserati shop resulted in the purchase of a 10€ key strap (the cheapest thing on offer) and then we were back on the bus heading 100 kms northwest to Varano Circuit for lunch and to drive the cars.

First a briefing, explaining that we couldn't use 'race' mode as that turned off the ABS and other self-help devices; this was to make sure we didn't clog up the Italian health system. Four groups with a car each, we were told, with the first two laps driven by the instructor. Then we would drive three lap sessions with the heavy hand of God in the passenger seat to keep us under some form of control. Lunch was eagerly consumed as we didn't want to waste time getting on track. No helmets required, which sort of worried us beforehand as we thought we might be under some kind of speed limiter but perhaps they thought the circuit was tight enough to keep speeds down. That said I still thought it odd to be helmetless.

*5. Great detailing on the MC20, including the subtle Trident on the rear window.*

*6. Ghibli Trofeo on the skidpan was an added bonus.*

It was huge fun as the cars in Sport mode are very controllable. Halfway through the afternoon we had individual sessions in the office




6




*7. The UK (and Norwegian) contingent after a day on the circuit. Photo: Maserati SpA.*

looking at the telemetry and how we compared with the instructor: speed, braking point and strength of braking as well as acceleration. Oh dear, I needed to try harder. The issue was that when I went out next and left my braking later, I had the instructor calling 'brake, brake' whilst the ABS was chattering like a nun's false teeth in a storm. I think our little group had the most nervous guy as he frowned on using the kerbs and wanted us to use fourth gently through the open chicane. I tried hard to give him a nervous breakdown but didn't succeed!

In between our half dozen runs in the MC20 we could retire to the car park behind the pits where a Ghibli Trofeo was sitting with engine running waiting for us to tackle a tight figure of eight around cones. To add tension to our five laps the top 30% of the track was being sprayed with water which also soaked the car! Touch a cone and four seconds was added to your best time. Sadly, I took two out but even without the penalty wasn't in the running for a prize. What this test proved was the huge difference between the MC20 and the Ghibli. One, a super-fast sports saloon and the other, a truly outstanding sports car - not overly big and easy to place on the road. A very impressive car!

At the end we were all presented with certificates. Nobody failed! The Ghibli driving test was won by Tom Shipston with David White second and Robin Lee third.

Bus back to the hotel and then about 14 of us headed for the Café Concerto at the Piazza Grande in the centre of Modena. A slightly chaotic dinner ensued as apart from the wine the service was a tad slow. Bed at midnight with an enormous grin!




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# Biturbo 40

*To mark the 40th anniversary of the Biturbo,* ***the Editor*** *looks back at the beginning of a controversial era for Maserati and some long-term owners tell Trident what attracted them to these cars in the first place and why they have kept the faith.*




With the obligatory cigarette dangling casually from his fingers, Alessandro de Tomaso began a presentation that was to change the course of history for Maserati. In the courtyard of the factory at Viale Ciro Menotti in Modena, which had been Maserati's home since the late 1930s, and on December 14th 1981, the boss revealed his masterplan for the survival of the company – the Maserati Biturbo. In these photos, reproduced with thanks to the Spitzley/Zagari archive, he looks effortlessly calm, though around him there was (as always) turmoil.

How de Tomaso came to be standing there as the boss is well-documented. To avoid bankruptcy once Citroen had left in 1975, Maserati was taken under the wing of the Italian Government Agency GEPI, similar to our official receiver. GEPI allowed de Tomaso to take a minority share in the company, but also to manage it. There was of course upheaval, but when the dust settled, all design responsibilities were transferred to de Tomaso's own company, de Tomaso Automobili.

For a while, de Tomaso made the most of what he had inherited at Maserati, continuing to produce traditional GT cars and even bring out new ones like the Kyalami and the Quattroporte III. However, demand for this type of car had been seriously damaged by the oil crisis and the opinion of the time was that it may never recover. In addition, on the home market, a punitive new taxation system for cars with engines over 2.0 litres had come into force; 'fiscal harassment' as Luigi Orsini described it in his Maserati history.

De Tomaso had long admired the German motor industry and felt that the future for Maserati would be in a more compact, less complex, easier to build in higher numbers car, but one that could still exude some of the old Maserati magic. All of these thoughts contributed to what happened next.

*1. Alessandro de Tomaso holding court outside the Maserati factory at the Biturbo launch. Standing to his right is the author Luigi Orsini, whom together with photographer Franco Zagari, wrote a comprehensive history of Maserati in the early 1980s. Both are sadly no longer with us.*
*All Photos: Spitzley/Zagari archive.*

One of the engineers in charge of the Biturbo project was Giordano Casarini, who was recently interviewed in the Italian magazine La Manovella. He recalled that the starting point was really the one-off Merak SS turbo, built by the Maserati experimental department.

"With the turbo the car had become a bolt of lightning, even if it clearly lost a bit of power when it was hot because there was no intercooler", recalled Casarini, who in order to test the Merak had a private agreement with the porter at the factory gate to let him through, so he could blast off across via Ciro Menotti, until one day








*2. Three pre-production Biturbos were presented at the launch. In the background were some of Maserati's more traditional cars, a Merak and a Quattroporte III. And to the left, in the lab coat, the ever-smiling Ermanno Cozza, for many years the factory archivist and still working part time today.*

*3. The new Biturbo with some of the company back catalogue of engines, wheeled out of the factory museum for the occasion. Most of these display engines are now part of the Panini collection.*

*4. The white pre-production car photographed around the same time outside the de Tomaso company headquarters. This impressive building, situated on the Via Emilia, not far from the Maserati factory, was also home to the de Tomaso design centre. Thanks to Philippe Murari for his help in identifying the venue.*

de Tomaso noticed and scolded him only to then tell him to take the car to the front of the office to try it out himself. "He too immediately went out and returned to the company after a while. In the meantime, some people had arrived that he had to meet and he took them out one at a time in the Merak and frightened them."

However, that engine was 3.0 litres and although there was already a 2.0 litre version of the Merak V6 in production on the home market for the tax break, it only produced 140 bhp. Not enough, the boss said.

Casarini had previous experience with turbocharging, but it was difficult to find a way of fitting a single turbo on a V6 engine but various permutations were tried, even experimenting with having the exhaust (and turbo) on the top of the engine. But the conclusion they came to was that the only effective way to




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6



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*5. Another view of the de Tomaso headquarters. This was regularly the featured backdrop in de Tomaso's own press and brochure photography, though it has since been demolished. All Photos: Spitzley/Zagari archive.*

*6. Back inside the Maserati factory, de Tomaso gave a tour of the production lines during the Biturbo launch. The factory had already started building Biturbo engines but the lines still featured the traditional cars; to the left the nose of a Quattroporte III.*

*7. Inside the Maserati factory in December 1981. Guests at the launch are treated to a tour of the engine production facility.*

do it was to fit two turbos, one on the outside of each side of the V; "The only reliable one turned out to be the one with the two turbos and then we started to have serious power, it was pretty good."

At launch, the Biturbo engine bore little resemblance to the Merak 2.0 litre apart from the capacity and the (unusual for a six) V angle of 90 degrees, but it produced 180 bhp, which was on target. Looking back on it, this engine was a very clever piece of design and more than fulfilled the brief of maintaining the Maserati magic. Its one Achilles heel was that it used a carburettor, boxed in under an aluminium plenum chamber, which promoted fuel vaporisation and therefore difficult hot running and in particular starting.

Casarini relates that it was intended to use fuel injection from the outset but pressure from GEPI to get the car to market meant that there wasn't enough time to develop a system and the carburettor was the compromise; "I tell you, the dishonour that some people have poured out on de Tomaso by saying that he ruined the Maserati brand for that car is unfair because it was not his fault but those gentlemen in Rome (GEPI). This is the true story. Also because, sorry, it's not like a genius is needed: someone who has already had a factory like de Tomaso and who has had a Formula 1 team understands that by blowing hot air on the carburettor, everything boils and stops. He was not absolutely inexperienced, quite the contrary. Many times, he came to the drawing board to discuss certain things".

The two did not always have an easy relationship, but Casarini remembers his old boss fondly today: "I was general manager of de Tomaso and I was close to him when he had a stroke in 1993. I could understand him and talk to him. For several years every morning at 7 o'clock I entered his rooms, where there was the nurse who assisted him, to watch the news together. And we secretly went to visit Frank Williams wherever the Italian Grand Prix was, because the two of them were old friends."

The styling of the original two-door Biturbo was loosely credited to the de Tomaso Design centre, but was the work of Pierangelo Andreani, who was the head of design at the de Tomaso Group at the time. He took his inspiration from Giugiaro's design of the Quattroporte III to reflect the family resemblance but his style and philosophy matched with the survivalist approach that Maserati needed to take on the 1980s.

The engines were built at the old factory in Modena but the bodies were built at the ex-Innocenti factory at Lambrate in Milan. The Innocenti company had at one time been another part of the de Tomaso empire but the remains had been absorbed into Fiat by this time and the factory underwent a refit for the Biturbo production line.

By the time of the launch in December of 1981, very few cars had been produced and de Tomaso must have had his fingers crossed when he confidently announced that deliveries would start in March 1982. However, initial reaction to the car amongst the Italian press and the dealers was extremely positive.

"It's amazing!", said a salesman from one Maserati dealership in Milan; "I've sold cars for more than thirty years and I can't remember another car being received with such enthusiasm. It's fantastic!" The same story could be heard from other dealerships all over Italy with customers placing orders for the car without seeing it, orders based solely on the various photos and articles that appeared in newspapers and magazines. Delivery dates at the time were still uncertain with dealers refusing to commit, quoting anything from two to six months. Some were accepting deposits.

Orsini called it a "synthesis of past experience and new technical orientations" and was unequivocally enthusiastic about the future of Maserati. During the period 1980 to 1981, production had reached a low ebb of around 500 cars. Although it didn't quite happen as quickly as the boss assured everyone, in 1983 Maserati built 5,333 cars and 5,668 the year after.

Alas, the euphoria of that early success did not last. The quality control problems that were inevitable from rushing the development of the car came home to roost and following industrial action at the Lambrate factory, Biturbo production would never reach those levels again. De Tomaso's solution to the quality control issues was to launch new models and over the next decade, over 50 different variants would be offered across the globe. There was a turning point in the competence and reliability of the cars with the adoption of Weber Marelli electronic fuel injection, which in some markets arrived as early as 1986 but the reputation has never fully recovered.

De Tomaso also never recovered from his debilitating stroke in 1993 and the company became another part of the Fiat empire soon after. For many years, the new management wanted to distance themselves from the de Tomaso era, fearful of the association with poor reliability and also with the reputation de Tomaso had of being something of a 'chancer'. I always felt that this was unfair, especially as Maserati has today become a maker of high-volume cars to compete with the German market. However, in recent years, the Biturbo era has been retrieved from under the carpet and with the enthusiasm of the young timer movement in classic cars, the future for these much-maligned cars looks brighter.

# Maserati Biturbo
## A435 THV

*This early Coupe is a left-hand drive 2.0 litre example. It was a personal import into the UK when new at a time when there was no UK Maserati importer. It is owned by* ***Andy Heywood****, the Trident editor, who bought the car in 2009, though he had known it a lot longer.*




Being a first series car, my Coupe is still very similar in specification and colour to the example in the launch photos, though romantic thoughts that it could be the same car are soon quashed by a difference in age as mine is a 1983 example. However, it also looks very similar to the first Maserati Biturbo I ever saw in the metal. On a school coach trip to a London theatre in 1983, I remember looking out of the window into a yard on the A41 and spotting a white Biturbo. They were exceptionally rare in the UK at that time and therefore it is possibly the same car!

The first owner of this car was our Club Past President, Alexander Fyshe, who ordered it new from de Tomaso personally, from whom he collected it (having done the same with a de Tomaso Innocenti Mini a few years before). UK import was overseen by the dealer Ivor Hill and for the first few years, it was Alex's company car. After a while, it was replaced by a Lancia Delta integrale as daily driver but kept in his collection and apart from the aroma (persisting to this day) of Dunhill cigarettes in the interior, it has remained almost totally original with very low mileage.

We at McGrath had serviced the car since the early 1990s and Alex and I had won the 1996 Club Autumn Rally in it as well, so when Alex decided to sell his collection in 2008, I was interested in buying it. However, I went to the auction at Goodwood with iron resolve not to get carried away as at the time, these cars were really unloved, and by now, there were some small rust spots appearing in various places on the body. It is probably the only time I have kept my resolve and as the bidding went past my £2500 limit, I lowered my hand. It ended at £3200 plus premium, and while that was really too much, I immediately regretted it.

Nine months later, I had a call from a Porsche specialist near Reading, asking if we were interested in buying a Biturbo owned by this guy's uncle. He had bought it at auction but found it difficult to start when hot and couldn't get on with it. It was of course the same car and I didn't hesitate a second time (helped by the fact that it was now cheaper!). It had only covered 100 miles since the auction.

Since then, we have treated all the rust and repainted the whole car, reconditioned the turbos and generally kept it on the button. It won its class at the Club Concours one year and while I don't use it very often, I absolutely love it.



# Maserati Biturbo Coupe
## 100 CON




*This Biturbo Coupe 2.5 litre carburettor model was purchased new by **Christy Hawkins'** father Conrad in August 1988. It has the unofficial 'SE' kit, added to some cars by the UK importers when new to broaden their appeal and increase the poor sales. Here, Christy tells us what appealed to his father about it.*

Dad was looking for a replacement for a BMW 3-series. He always wanted a fast and special car but one that could carry the whole family (three young children). He looked at the BMW M3 but BMW were unable to provide even a test drive, whereas the Maserati dealer happily lent a vehicle for the weekend.

The Biturbo was much more exclusive, special and luxurious. This particular car also had all the bells and whistles. The full Zender body kit, sunroof, Alpine stereo, leather seats, Nokia 'brick' carphone, Momo alloys and even a Momo wooden steering wheel. And then there was the name. Fond memories of Fangio and Moss in the 250F were also influential in his decision.

During our 33 years of ownership, it has only covered 45,000 miles but it still turns heads and feels really special to drive. It is a legacy from another era, a happy and successful time, and it represents a bond between father and son as it has been passed down through the family.

Compared to the older models of Maserati, the Biturbos are boxy and angular, but the compact design is perky and purposeful. The engine note, detailing, sound and smell evoke the pure excitement and luxe of the late eighties.












# Maserati 222E
## G863 GJT

*The later versions of the original Biturbo Coupe like this 222E, featured the 2.8 litre fuel-injected version of the original V6 and were overall a much-improved car. This car belongs to **Keith Davies**, and its purchase opened up the world of Maserati for Keith, as he has for many years been an enthusiastic supporter of the Club – one of the fabled 'A' team, along with Edwin Faulkner. Here, Keith describes what it was that attracted him to the Biturbo in the first place.*







I have owned my 222E since 1996 and it was bought from Meridien at their garage near Bournemouth. The price at the time was £15,000. I had always had a company car that was under the general specification of 'under 2.0 litres, four-door saloon and made in Europe' but I really wanted a nice car all along. I had been looking at the Jaguar XJS soft top as I did not like the buttresses at the back of the coupe, when my small streak of sanity crept in and I discovered it would be very tight in my garage for length, so what next?

I wanted a car where the inside was very well appointed but with some power to enjoy the drive. Eventually I looked at the Maserati Biturbo model and particularly at the fuel-injected range that started at the end of the 1980's. I looked at a number of examples, but they were still quite expensive for me at the time. I eventually bought my car at the end of 1996.

I use the car for Club events and for other weekend motoring covering about 2,000 miles per year. Maintenance costs have been quite high but essential to keep the car in good condition. I find the car is a fantastic car – a 'modern car' but with attitude! No ABS so any mistakes are punished. I've only turned it round once (180 degrees) on the TT Circuit in the Isle of Man in all my years of ownership. For anyone considering one of these, fresh, soft rubber at the back makes all the difference – This model is 'a keeper'.

# Maserati Spyder E
## EMN 888G

*This 1990 Spyder E was purchased by **Edwin Faulkner** in 2012. He found it through a classified advert and paid £6,000. Over the years, Edwin has owned many other Maseratis but here he explains why he has a soft spot for the soft top.*

I actually bought my first Biturbo Spyder (a 2.5 litre carburettor model) in September 1988 from Grayshott Motor Co. It cost £29,995 at the time and had only 500 miles on the clock. I'd first seen the model on Top Gear, liked the look of it and it also gave a good speed report. It was to replace a Jaguar XJ-S V12 HE, which was a very poor quality car, with lots of problems, one of which was a replacement engine, plus the boot lid never did fit correctly!

We only found out after we had bought it that the previous/first owner was Elton John, who had apparently bought it for his (female) wife. When



they fell out, it went back to the dealers and we bought it from them. We kept that car until 1996, using it initially as an everyday car but also for Club events (we also joined the Maserati Club in 1988).

We both loved the open top, but then we really got into some of the classic Maseratis and also the history of the marque too. After owning several different Maseratis, Pam (my wife) said her favourite was still the Biturbo Spyder, so I set about looking for a good second-hand model with the later fuel injected 2.8 litre engine as the carburettor 2.5 litre engine in the first car had a problem with hot starting. We eventually found a good one with low mileage and no rust, (no rust is very important when buying a second-hand car of any make). It was not perfect, but not far off. We purchased the second Spyder for £6,000 from a private advert in July 2012. We still have this car and do not intend to ever sell. We use it for weekends and holidays. It had completed just 5,000 confirmed miles when we purchased it and it has now covered 26,000 miles.

I am of the opinion that the Biturbo cars are very underestimated. They are great to drive, comfortable, with excellent acceleration and a good top speed. A very useable car and compact.

# Maserati 222 4v
## L308 RTP

*The last of the line for the Biturbo Coupe was the 222 4v, a very different animal with, as the name suggests, a 4 camshaft, 4 valve per cylinder version of the 2.8 litre engine that would go into the early Ghiblis. Only a handful were imported into the UK and* ***Michael Bedford*** *bought this one in 1995, well, the first time anyway…*

I had owned two previous Biturbos and loved them, seeing them as a 'grown up'/more luxurious evolution of the Lancia Deltas I previously had. The last one had been a 222E that had previously been owned by the footballer Nigel Clough. However, that was part-exchanged when I bought this 1993 222 4v from Meridien Maserati in August 1995. I paid £25,045 for it and at that time, it was my main car, used on a daily basis, and clocking up around 8,000 miles a year.

Judging the Biturbos by the standards of the time (mid-1980s) they were modern very high-spec cars with an exclusivity not found in any of the German marques, outstanding performance from a V6, and a cut above the contemporary Lancia and Alfa offerings in terms of refinement and quality. They were also quite subtle (even in Rosso Maserati) but with enough by way of little details (the petrol filler flap, the embossed door handles, the key fob, the clock… ) to hint that they were special, as well as practical for daily use (unless it rained or snowed!), and not overly temperamental.

However, after a few years I did sell the car to another Maserati Club member, Roger Harrison, who looked after it and used it on numerous Club events, so I was able to stay in touch with the car. When he then offered it for sale in 2015, I decided to buy it back, this time to use as a classic. I now cover 1,000 to 2,000 miles a year. To my eye they are well-proportioned and suit the angular lines of the original better than the Gandini makeover for the Ghibli IIs. I have not had a more comfortable car for very long journeys (I recall a 400-mile round trip from London to North Yorkshire and back in a day as a pure driving indulgence). The acceleration is still good enough to make me grin (and my passengers nervous).

Driving pleasure is one of the reasons that this time I will keep it for the long-term, but also the wonderful interior, the rarity, the enjoyment of ownership/custodianship, and the fanciful notion that one day it will become valuable.








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# Ethanol in Petrol

*In September, the UK Government implemented a new fuel regulation that makes premium unleaded petrol E10. This implies an increase in the permitted amount of ethanol in our fuel. Of course, there has been ethanol in some of our fuel for a few years now and its negative effects are already well-known to the two-wheeled community. Recently, the magazine* ***ScooterNova*** *published this article on the subject of ethanol, written by scooter expert, Martin Round, known throughout the Lambretta world as* ***'Sticky'****. It is reproduced here with kind permission.*




**Fuel grade changes have happened before.**

The petrol you use is primarily a distillate of crude oil, but that is blended with other substances to achieve different properties. In the past Tetra-Ethyl-Lead (TEL) was added to improve the fuel's resistance to 'knock' or 'detonation' and also act as a lubricant to valve seats.

However, lead is a poison if it enters the body. For some reason people get all sniffy about their kids and food being poisoned.

As a result, in 1989 unleaded fuel was introduced in the UK and leaded fuel phased out. Different components – such as MTBE, ETBE or TAME – could be added to petrol in order to improve knock resistance. At the time there was a widespread fear that unleaded would take a lot of older vehicles off the road, but in the end most managed with little more than an ignition timing adjustment.

**E5 fuel.**

Premium unleaded fuel in the UK has been 'E5' for a long time, which meant that it could contain 'up to' 5%

ethanol. In reality the petrol you bought may or may not have had any ethanol in it. If it was cheaper to produce petrol without ethanol, due to high ethanol prices, then petrol companies could choose not to include any. Up to now it wasn't compulsory to add ethanol.

Esso, for instance, chose to put 0% ethanol in their E5 Synergy+ fuel and offered the following on their website:

'Esso super unleaded petrol (Synergy Supreme+ Unleaded 97 and Synergy Supreme+ 99) is ethanol free (Except in Devon, Cornwall, North Wales, North England and Scotland). We would therefore advise anyone who has concerns about the presence of ethanol in petrol to use Synergy Supreme+ – providing they do not fill up in Devon, Cornwall, North Wales, Northern England and Scotland. The European standard BS EN228 covers the requirements for 0-5% ethanol unleaded petrol, the labelling requirement for zero % ethanol is E5 (as in up to 5%), a E0 label doesn't exist.'

Why would the ethanol content vary around the country you ask? The areas highlighted are farming areas where crops suitable for conversion to ethanol are grown and presumably is more cost effective to use bio-ethanol in the fuel refineries serving those areas.

What you had up to this point was a lottery, depending on the brand you used and where you bought it, whether there was 0% or 5% ethanol in your fuel.

**E10 - Compulsory ethanol content.**

E10 doesn't just mean a maximum of 10% ethanol; it also means a minimum of 5.5% ethanol. This removes the previous provision for a fuel company to not put any ethanol in fuel at all if they didn't think that it was cost effective.

Since September, if you pick up the normal 'premium' nozzle in a UK petrol station then you can be certain that there is at least 5.5% bio-ethanol in the blend. That's quite a significant change from the situation that we had before.

**What is ethanol?**

Essentially ethanol is an alcohol, produced in the ancient way by allowing yeast to act on sugars within crops. As you know from flaming sambuccas, alcohol is combustible and can therefore be used as a fuel. Bio-ethanol fuel is made from commercially-grown crops such as sugar beet and wheat. As you can imagine, there is an innate attraction to a fuel that you can 'grow' in a field, compared to one that has to be



extracted from under the earth or seabed, often in a warzone.

Ethanol is derived from renewable crops rather than from crude oil, which is a very thin environmental argument used in ethanol's favour. If you look deeper then there is very little environmental justification for increasing ethanol content in petrol. Friends of the Earth actually oppose its use.

Ethanol also has a bad reputation for vehicle damage so naturally owners of classic cars and scooters, particularly tuned ones, are concerned about the change and wondering how it will affect the reliability of their steeds.

**What is bad about ethanol in fuel? Actually, quite a lot.**

1. Ethanol is a strong detergent. It acts to strip oil from surfaces, harming the lubricating properties of especially 2-stroke oil on the moving parts of an engine.




2. Ethanol attacks certain materials. Nitrile rubbers that were used in older vehicles for oil-seals, fuel lines etc are all adversely affected by ethanol. For this reason, most engine builders now recommend the use of Viton oil seals in an engine. Ethanol also attacks some sorts of fibreglass resin and many of the older types of epoxy sealer used to line rusty fuel tanks. An increase in ethanol content is likely to increase problems with these parts in older vehicles.

3. Ethanol is hygroscopic. This means that ethanol fuels absorb water from the moisture in the air if not held in a sealed container. Putting water into an engine is not a really great idea because it promotes rust. Water transferred to the float-bowl of a carburettor can cause massive running problems and a build-up of sludge.

4. Ethanol is energy inefficient. Compared to the same volume of premium petrol, ethanol yields about 33% less energy. This means that fuel economy (miles per gallon) gets progressively worse the greater concentration of ethanol in the fuel.

5. Ethanol fuel may require engine recalibration. The low calorific value of ethanol may require adjustment to the fuel-air mixture for the engine to maintain efficiency. Fuel-injected engines built after year 2000 should be able to adjust their fuelling dynamically to be able to cope with running on fuel with an ethanol content of up to 10%. Older engines, particularly air-cooled with carburettors, may need to be manually adjusted (made richer by upjetting or have their ignition timing adjusted) when changing to higher ethanol content fuels.

**Does higher ethanol content have any good effects on an engine?**

Ethanol is actually higher octane-rating than petrol. This means that it is more resistant to engine 'knock' than straight petrol. Effectively ethanol content can be used as an additive to reduce the risk of 'knock' or 'pinking' where previously other additives (e.g. MTBE and before that TEL tetra-ethyl-lead) were used to perform the same job.

There are videos online which show how you can use water to remove the ethanol content from petrol. This laborious process can't be advised because it will reduce the octane rating of the remaining petrol. Unless you add octane booster afterwards then you are still risking running on a fuel that will damage your engine.

**As E10 premium petrol is inevitable, what are my options?**

It is too early to be able to provide any solid answers based on actual experience with E10 in the UK. Instead, here are a few pointers for digestion:

1. E5 fuel (0% to 5% ethanol content) will still be available as 97+ or Super Plus grades in the UK. If E10 proves to be a problem for engines then at present we still have options not to use it. 'Super +' grade just costs a lot more at the pump. There are legitimate reasons why it costs more because the anti-knock additives such as MTBE, TAME and ETBE do cost more to make but high-octane fuel also seems to be much more expensive due to lower demand and therefore lower price competition. Despite the price premium I expect to see a lot of riders with tuned scooters switching to 'E5 Super +' fuel just to be safe running on something that they know works.

2. Even the British government admit that running on E10 may damage older vehicles. However, for many of us it is possible to upgrade the parts susceptible to ethanol damage (oil seals, fuel pipe, fuel cap and petrol

tap washers) during a rebuild. As such, nobody with a popular brand of classic should be forced off the road by this change because ethanol-resistant components are available.
3. People successfully ride in other countries using fuel with higher proportions of ethanol in the fuel mix. E10 fuel represented 95% of all the petrol sales in the US market in 2016. Riders and drivers from the USA and certain European countries, where higher ethanol content fuels are more common, still manage to use their machines, even tuned ones.

If you want to use E10 then consider the following suggestions:

1. Change all your fuel lines for ethanol-resistant alternatives.
2. When rebuilding an engine ensure that all fuel-facing oil seals are either Viton or another ethanol-resistant material.
3. If you are using E10 all the time you may well need to upjet your carburettor slightly and/or back-off your ignition timing.
4. Drain your carburettors when storing your car/ scooter for extended periods to prevent carburettor gumming.
5. Be careful where you fill up. Petrol deteriorates and loses its octane rating the longer it is stored. For that reason it's probably wise to avoid filling up at low-traffic fuel stations; particularly with expensive 'Super +' grade fuel because it may be a long time between refuels of the forecourt tanks.
6. For the same reason it's probably not a bad idea to change the fuel of any engine that's been left unused for a long period, or at the very least top it up with fresh fuel before using it in anger.

**Octane boosters and fuel stabilisers**
You will notice that I've not suggested using any anti-ethanol fuel additives. At the moment I've yet to see any convincing scientific evidence that these compounds make any appreciable difference.

There is a long history of 'Snake Oil' remedies being sold to vehicle owners, often by American companies; whether that be magical friction reducers, fuel-economy enhancing magnets on the fuel line or 'spark enhancers' that are actually just self-tapping screws with an air-gap in between. I've been in this game long enough to be suspicious of anything that looks like magic, because if anything simple worked effectively then it would be fitted to every new vehicle by the manufacturer.

I'm not saying that anti-ethanol additives don't work but I'm just suspicious of 'bad science' where proof of effectiveness is that something didn't happen.

People who use fuel stabilisers and octane booster might tell you that they 100% work because their engines haven't blown up. Equally, it could be that their engines wouldn't have blown up without the additives. This is an example of bad science.

I'm quite happy to review my cynicism in the future if any of the additive manufacturers are willing to scientifically explain and prove how their products work but I'm not expecting a rush. If you put a splash of something into fuel that has 10% ethanol, then it doesn't remove the ethanol. If it did then you'd have 10% less fuel in your tank. At best, an additive could mask some of ethanol's detrimental properties.

For the moment I think you are probably better off buying better-quality, higher-grade petrol rather than relying on a few drops of magic potion.

**DON'T PANIC**
What I'm expecting to happen is that tuners, dyno operators and specialists will eventually develop revised settings for ignition timing, carburetion and compression that will work with E10 fuel. This might mean sacrificing a little performance but if it means we can keep on riding and driving then it's a small price to pay.

**A footnote from the Editor.**
For classic Maseratis, including the Biturbo era cars, the conclusion is simple, use Superunleaded E5 for now. For the more modern cars, there is in theory a choice. While there is no official recommendation from Maserati, and no information from the GOV.UK checker on Maserati, the later cars were built for a European market where higher levels of ethanol have been available in fuel for many years and therefore should present no immediate problem. Having said that, as the cars get older and in particular their rubber hose parts get older, they will be more susceptible to higher ethanol levels.

However, for me the crucial issue is usage. Any of the Maseratis built since the first injected Biturbos can use E10 in emergencies as the fuel injection management system will automatically compensate and as long as the E10 is run through as quickly as possible and not left for even a few weeks to promote deterioration of the rubber parts, it will work. Conversely, even a modern Maserati that is not used as a daily driver and stored over winter will suffer from deterioration of the fuel left in the tank. It will be worse with E10 but can happen to a lesser extent even with E5. And while I agree with Sticky about Snake Oil, there is one solution if you are concerned about leaving fuel in the tank unused for the winter, and that is to use 'storage fuel'. This product, available mail order from companies like Anglo American Oils, is pure amber nectar, ethanol-free petrol.
Or buy a Ghibli diesel…



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Fuel economy and $CO_2$ results for the Maserati Levante range in mpg (l/100km) combined: 17.7 (16.0) to 22.6 (12.5). $CO_2$ emissions: 363 - 283 g/km. Figures shown are for comparability purposes; only compare fuel consumption and $CO_2$ 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.

# Profile - The Maserati Tipo 26M cars, chassis 2516 and 2518

***The Editor*** *and* ***Daniel Corbett*** *attempt to unravel the comlpex history of two of the earliest Maserati cars to be sold in England.*



Trident 141 carried a letter from regular contributor Daniel Corbett about John Rosslyn-Smith, the father of his long-time friend David. The letter predominantly concerned a Mercedes but ended with a reference to a 1931 Maserati Tipo 26, bought by Rosslyn-Smith senior in Kent in 1946 and UK registered as ELM 510. I recognised the number plate immediately as being one of the cars owned by Club member Anthony Hartley and auctioned by Bonhams, along with the rest of his collection, at Goodwood Revival in 2012.

As part of that collection Anthony sold another Tipo 26, which by coincidence had also been pictured in Trident 141 in one of the old photos from the 1973 Club Concours, registered NPX 126. He had owned this car since the late 1950s. The Bonhams sale catalogue carried a



detailed description of the history of these two cars (reproduced in Trident 116 at the time), which bear the chassis numbers ‘2516’ for ELM 510 and ‘2518’ for NPX 126.

Daniel’s letter concludes by promising ‘more on another occasion’ and soon afterwards, he sent me copies of documents relating to John Rosslyn-Smith’s ownership of ELM 510, including a copy of the car’s old logbook from 1945. All interesting stuff, showing that the car was first registered in December 1937 and had the chassis number 2516. No surprise there as that is the same number as in the Bonhams catalogue, except that when I subsequently re-read the catalogue, I realised that it also said that chassis number 2516 was sold from the UK to South Africa in 1937, where it enjoyed a long racing career there post-war before being dismantled and the remaining parts



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sold to Anthony Hartley in the 1960s, from which in the early 2000s he was able to build a car around a new chassis. In addition, the Bonhams research stated that the car that car John Rosslyn-Smith owned was actually the other Hartley car, chassis 2518.

Daniel had been waiting patiently for me to catch up before sending copies of correspondence between Anthony Hartley and himself. He had successfully whetted my appetite to look further into the history of these early Maserati twins.

**The Maserati Tipo 26M Sport 4 posti.**

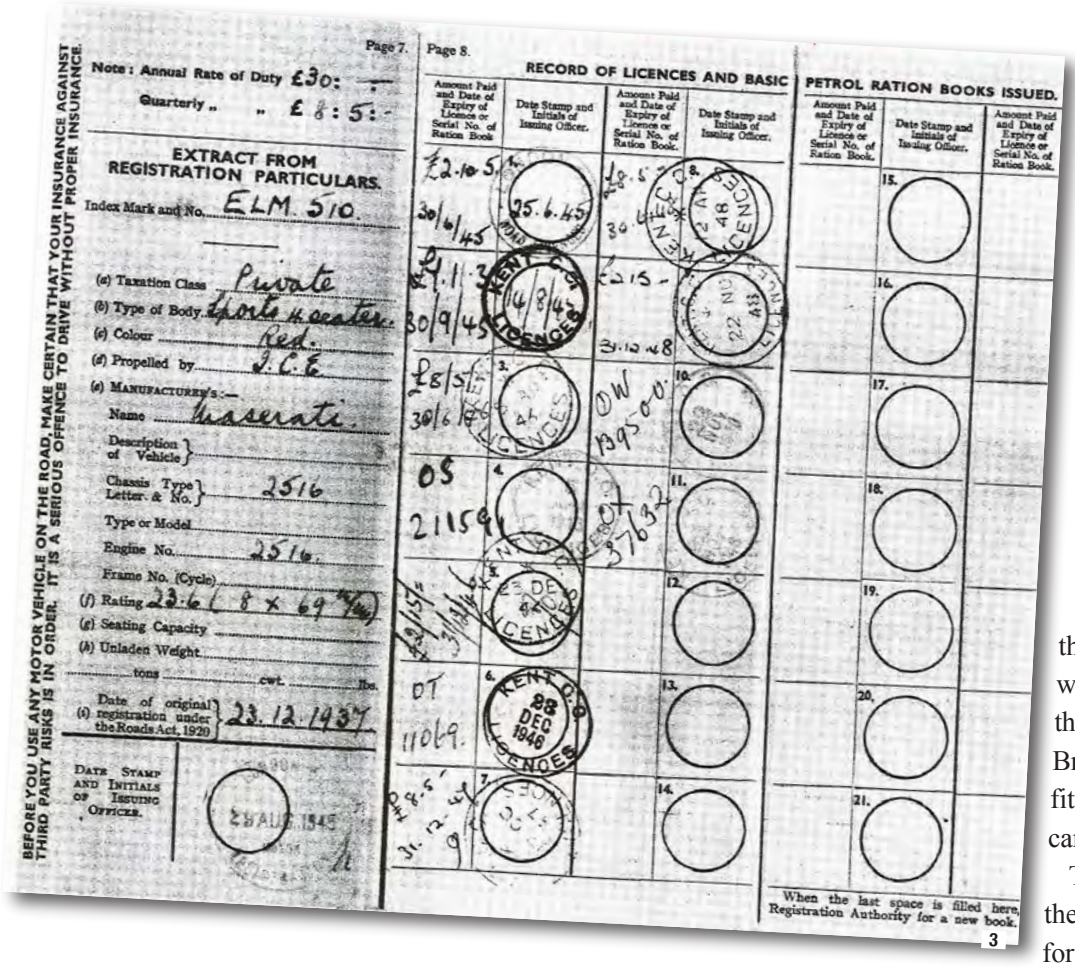
The Tipo 26 cars were the first Maseratis, so named because the first one was built in 1926. Early versions had a 1500cc supercharged straight-eight engine but because they were destined for racing, other engine sizes for different classes of race were soon developed. The last version to be named Tipo 26 was the 26M, introduced in 1930, initially with an engine size of 2492cc. After that, they became known as '8C'. Those very early cars used a chassis number of only two digits, the first one being '11' but midway through production of the 26M, this policy was changed to four digits, the first two confirming the engine size (rounded up!). The first chassis to be stamped in this way was 2510. The engines would also have been stamped with the same number, making the cars 'matching numbers' when new.

Although the subject of some debate over the years, the 'M' stood for 'maggiore' or enlarged. In later Maserati naming policy, the 'M' meant monoposto, or single seater but back then, even racing cars were built with a second seat as some classes required a riding mechanic. Cars meant for Grand Prix racing had no mudguards or lights. Cars meant for Sports Car racing were the opposite. These were known as Tipo 26M Sport.

Chassis 2516 and 2518 were different again as they were built (the only two) with a 20cm longer chassis than standard in order to accommodate a four-seater body. To distinguish them from the others, Maserati named them Tipo 26M Sport 4 posti (position or seat).

The two cars were almost identical in specification and had been ordered as a pair by the self-styled British agent for Maserati, Edgardo Fronteras, on behalf of the English company RAG Ltd. Fronteras was an Italian engineer and driver, often described as a 'colourful character', who lived in England at the time and after the war continued his association with the Maserati brothers selling OSCAs in the USA.

They were delivered ex-works from Maserati in early 1931 without the main body section, which was intended to be made when the cars arrived in England. According to a 2020 article on 2518 by Mick Walsh, the reason for the request for four-




*1/2. Maserati Tipo 26M 2518 as it is today after restoration by Sean Danaher. Photos: Mick Walsh.*

*3. This is a copy of the old logbook for ELM 510 when owned by John Rosslyn-Smith. It clearly shows the chassis and engine numbers as 2516. Photo: Daniel Corbett/David Rosslyn-Smith.*

seater bodies was that to comply with Brooklands regulations for sports cars over 1500cc, they had to be four-seaters. And competing in the Brooklands Double Twelve in May of that year was the first owner's intention.

**The first owner.**

RAG Ltd of Tooting, London, was a company set up in the 1920s by Lieutenant Max C. Morris to manufacture and sell his own patented carburettors. His financier in this venture was Rosamund Alethea Garstin, a wealthy Irish heiress who was living in London at that time. She gave her initials to the venture as well as some of her wealth and was also a director and the company chairman. With this backing, Max Morris was able to purchase and race two very exotic Maseratis in order to promote their company.

To carry out the preparation and maintenance of these cars, Morris turned to one of his existing best customers, L. C. Rawlence & Co Ltd, of The Cut, London SE1. Leonard Curtis Rawlence had been in the motor business since 1909, firstly as the concessionaire for Berliet cars and trucks but from 1924 as the importer of Italian O.M. cars. He was instrumental in making Britain their most popular export market, selling between 350 and 400 cars in total. The O.M. history by Alessandro Silva describes how Rawlence worked on many of the cars before sale, fitting some with bodies made by British coachbuilders and tuning/developing the engines in order to maintain their appeal, the latter work being mostly carried out by his chief engineer Richard Oats.

R.F. 'Dick' or 'Dickie' Oats, originally from Cornwall, was a talented engineer who had worked for Rawlence since 1925. He undertook all the major engineering projects on road going cars and also raced O.M.s with great success at Brooklands, where he was a significant personality. In the racing O.M. cars, Oats used Morris' RAG carburettors and therefore it was logical that he was asked by Morris to prepare the two Maseratis for their Brooklands debut, including fitting them with RAG carburettors.

Then there was the question of the bodywork. When interviewed for the Bonhams auction, Anthony Hartley stated that he believed that the bodies might have been made in Italy, as he felt that their construction was more in line with the Italian style, however, he also noted that it was almost impossible to read the chassis number stamping with the body fitted. This would surely not have been the case if the bodies were made in Italy as they would have had difficulty with customs clearance on export.

In his 2020 article, Mick Walsh describes the body of 2518 as being made using 'a wooden frame clad with rexine'. He makes the point that this was in contrast to the other cars in the series. In fact, the historian Adam Ferrington was able to supply an article from the July 1940 edition of Motor Sport, which suggests that the bodies were made by Corsica coachworks of London. This makes the most sense as Brooklands regulations for the size of the four-seater body were very specific, something that Oats would have been far better able to manage here in England.

Unfortunately, I can find no record of how the work was split between Oats, Rawlence and Morris. Morris was the customer – so he (RAG) must have paid for everything. Rawlences, and Oats working for Rawlence, were hired hands. It would be interesting to find out more about their business relationship, if only to make more sense of what happened later. However, both cars were entered for the Double Twelve, due to run on the 8th and 9th of May.

**The Brooklands Double Twelve.**

The Double Twelve format meant two consecutive days of daytime racing, 12 hours each. In between, cars were impounded in parc fermé, the mechanics unable to gain access to them until racing commenced again. It was Brooklands' answer to the already popular Le Mans 24 hours but taking into account legal restrictions at the Surrey track preventing racing at night.

The two Tipo 26M Maseratis were to be driven by Captain George Eyston and Giulio Ramponi in the Number 4 car and Edgardo Fronteras and Reginald Outlaw in the Number 5 car. Both required riding mechanics and Oats lined up a young 'Wilkie' Wilkinson for Eyston. Wilkinson, who would become a well-known name after the war when he worked for Ecurie Ecosse and B.R.M. then worked for L. C. Rawlence. He related the experience of sitting next to Eyston as they pounded around the banked track in his 1987 memoirs. It was a baptism of fire for the young engineer and is a great read if you get the chance. Sadly, their race was over by the end of the first day as the rear axle failed. They had however achieved a better result than the number 5 car, which never even took the start. The only source to comment on why that I can find is David Blumlein, who in his recent book, Brooklands, The Sports Car Endurance Races, notes that the car had arrived from Italy with a broken timing chain, a replacement for which could not be found in time. I have to say that I feel that this is unlikely for a number of reasons but in any event, the car did not take part.

There are good photographs of the Eyston/Ramponi car stopped in the pits during this event and they clearly show an Italian registration number, 8118 BO. BO is of course Bologna, then home of Maserati.

The Maserati history by Orsini and Zagari carries another photo that vexed me for a while. It shows a Tipo 26 with four-seater body and the number 5 on the side and it is definitely racing at Brooklands. The caption reads; '1931 Double 12 Hours at Brooklands. A Maserati 26M four-seater passing two competitors on the outside. In the centre is TASO Mathieson, president of the Maserati Owners Club, in a Bugatti.'

Orsini and Zagari has assumed that this was the second car of Fronteras and Outlaw and initially I wondered if it had taken part in some pre-race practice, but the car has only a driver (no riding mechanic), and unlike the Eyston car does not have headlights or mudguards fitted (which would have been a race regulation). To put my mind at rest fully, I checked the entry and while TASO Mathieson has a role in this story, he was not racing at Brooklands that day.

However, it is definitely one of 'our' two cars at a later Brooklands race.

**Success in Ireland.**

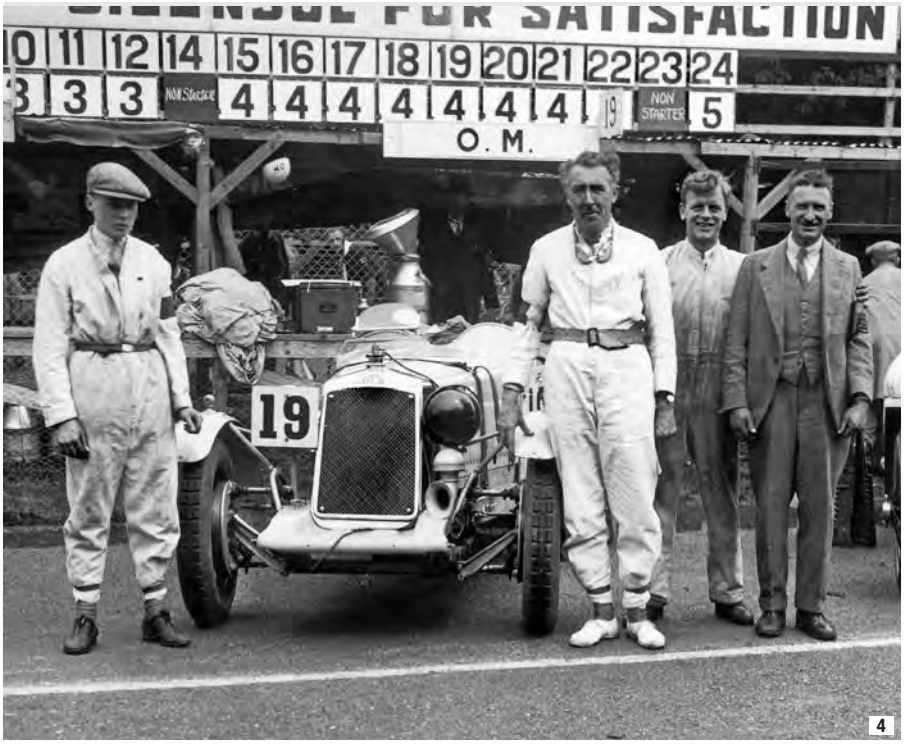
Both cars were certainly ready in July for the Irish Grand Prix meeting at Phoenix Park, Dublin. Larger engined cars would compete for the Eireann Cup and this included the RAG Maseratis.

For this shorter race, only one driver was required but still with riding mechanic. George Eyston was once more teamed up with Wilkie Wilkinson but for the other car, Ramponi was relegated to riding mechanic for the great Italian ace, Giuseppe Campari. As if to confuse the casual 21st century researcher, this time the Campari car was Number 4 and the Eyston car was Number 5. After a monumental battle with Birkin in his Alfa Romeo, Campari finished second and Eyston fourth, having had to refuel unexpectedly towards the end of the race. There are some good photographs of this event, especially those showing the Campari car in the pits. This car also had an Italian number plate, reading 8119 BO.

These number plates should have been useful in trying to work out which of the two cars took part in which race, for there are no official records showing chassis numbers, and it would certainly have helped us a few years later on in this story. Logically, one could assume that 8118 BO would have been given to 2516 and 8119 BO to 2518. Certainly, Bonhams catalogue believed that, making 2516 the Eyston/Brooklands car and 2518 the Campari/Irish Grand Prix car, though at one point they use the term 'said to be', which suggests some doubt in their minds. Expand on that for a moment that the earlier car was ready first and the later one didn't make it to Brooklands. And also that Eyston and Wilkinson used the same car for both races – Wilkinson describes a modification they did to keep the axle lubricated and does not mention doing this on the 'other' car.

Anthony Hartley managed to obtain an Automobile Club of Italy registration history for 8119 BO and although the poor photocopy and Italian handwriting make it difficult to read today, it clearly shows that this number plate was assigned to on the 28th of March 1930 to a Maserati with the chassis and engine number '41'. Neither date nor chassis number matched either of the RAG cars and therefore it was initially difficult to

*4. The relationship between L. C. Rawlences, Dick Oats and Max Morris of RAG carburettors was already well established prior to the arrival of the two Maseratis. This picture, taken at the 1930 Irish Grand Prix, shows an O.M Superba, entered by Rawlences, for Oats, who is seen here in overalls and white shoes, with Morris far right. Photo: Fondazione Negri.*



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*5. 1931 Brooklands Double Twelve. 2516 in the pits to repair a broken mudguard. Giulio Ramponi (in white) helps riding mechanic 'Wilkie' Wilkinson to remove the damaged parts while George Eyston, behind the pit counter, readies the replacement. Photo: LAT archive.*

*6. Another image of the same pit stop. While Wilkie finishes the repair, Ramponi has moved on to refuelling. Note the reel of wire on the ground in front of the car, no doubt helping to secure the new wing. Note also the registration number, 8118 BO. Photo: LAT archive.*



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make sense of this. And because neither of the Italian numbers seemed to make an appearance after 1931, I left this line of research, though that would prove to be a mistake.

**The Ards Race.**

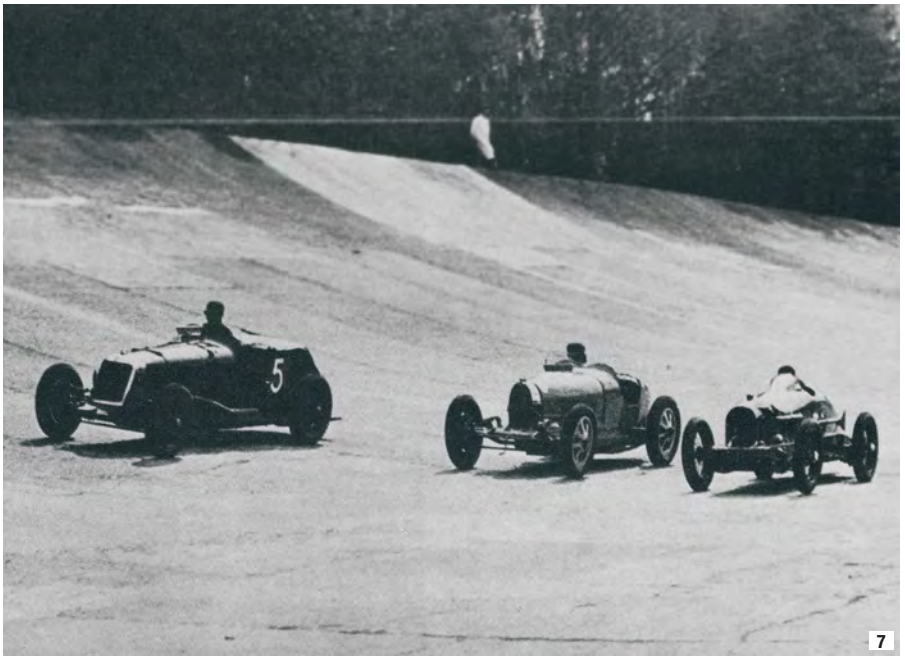
The third race for the two RAG Maseratis took place on August 22nd, 1931. It was the RAC Tourist Trophy race, being held at the Ards circuit near Belfast. Eyston drove one of the cars to a distant 8th place while Fronteras failed to finish at all in the other.

Ireland was obviously of particular relevance to Max Morris as his financial backer was Irish but this was to be the last race for the two cars in RAG Ltd.'s ownership. It seems incredible to have gone to all of that effort for just three races, no matter how much publicity it gained for his company and it is therefore possible that Morris was already in financial trouble - RAG Ltd. would not survive the Depression year of 1932.

All sources concur that the two Maseratis were then acquired by



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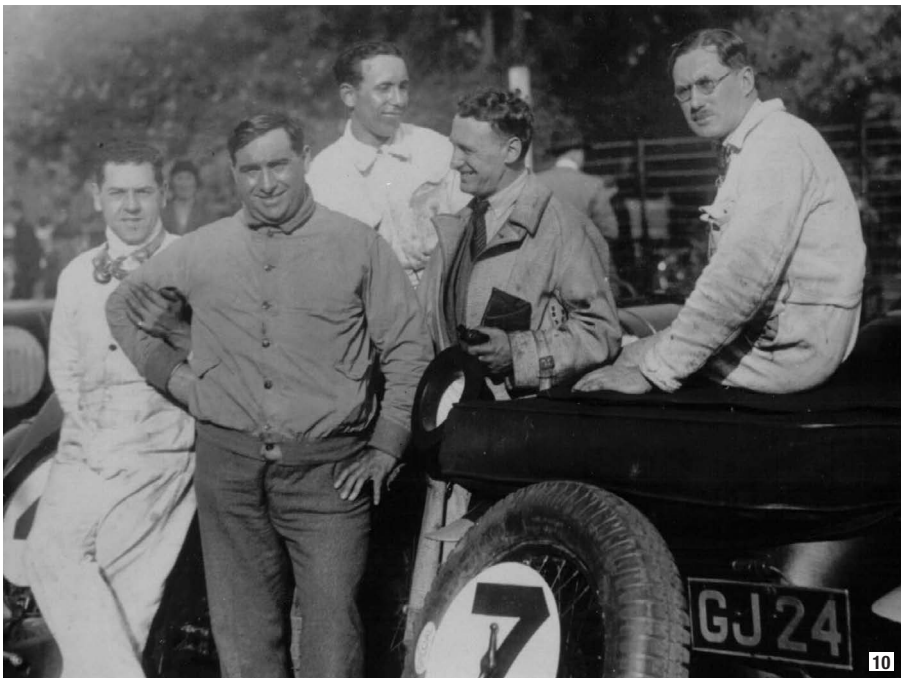
Dickie Oats. Some say it was in lieu of payment for his preparation services as he left L. C. Rawlence at about the same time. Prompted by an enquiry Anthony Hartley made in the 1960s, TASO Mathieson made contact with Oats, then in retirement in Cornwall, and was able to confirm that he did acquire both cars after the end of the 1931 racing season, by his estimate sometime in 1932 as neither car was raced that year.

As previously mentioned, TASO Mathieson was a contemporary of Oats in pre-war racing and would go on to write various books on early racing cars, as well as becoming the first President of our Club. In his correspondence with Anthony Hartley, we are told that Oats sold one of the cars to an Australian, John Cumming, who raced it in five BARC meetings at Brooklands in 1933, gaining a second place at the Easter Meeting. Oats then kept the other car for himself, racing it in 1935 before then overhauling the engine and increasing its capacity to 2.8 litres. He then continued to compete the following year in the car at Brooklands and also Brighton Speed Trials, where it made FTD. Unfortunately, Oats was unsure

*7. The Red Herring. This photograph, published in the Orsini/Zagari history was incorrectly captioned as the 1931 Double Twelve entry of Fronteras/Outlaw. Thanks to Adam Ferrington, we now know that it was actually a 1933 Brooklands race with John Cumming at the wheel of 2516. Photo: Unknown.*

*8. Pitfalls for the unwary. This is the pit at Phoenix Park during the 1931 Irish Grand Prix. This is 2518 with the numberplate 8119 BO. Giuseppe Campari waits while Ramponi completes the pit stop. Photo: LAT archive.*

*9. Campari and Ramponi at speed during the 1931 Irish Grand Prix in 2518. They were to finish second, the best result for the RAG Maseratis. Photo: Spitzley/Zagari archive.*




*10. An evocative photo from Phoenix Park in 1931. L-R Giulio Ramponi, Giuseppe Campari, Edgardo Fronteras, Max Morris and Capt. George Eyston. No sign of Wilkinson, the riding mechanic.*
*Photo: Martin Morris/Adam Ferrington collection.*

about other details and certainly couldn't confirm beyond any doubt which chassis was which. Mathieson makes the point that Oats lost all his records in the war and this enquiry was thirty years later. But he does conclude by saying that he later sold 'the car' to a South African racing driver called Steve Chiappini.

**South Africa.**

In Trident 25 (1981), there is an article by South African Maserati historian Ken Stewart about Maserati racing cars in South Africa. In it he confirms that 'local driver Steve Chiappini had bought Oats' 8C2500 2/4 seater of T.T. and Brooklands fame, Chassis 2516. He had commissioned Bertelli's to build him a purposeful single-seater body and had high hopes for the car.' TASO Mathieson also confirms that the car was modified in England before being shipped to South Africa and that Oats oversaw the work. The chassis was shortened back to the original Tipo 26 Grand Prix car length and a single-seater body was made for the car by the coachbuilder Bertelli of Feltham. If that rings any Aston Martin bells, then yes, it is the same Bertelli that were more closely associated with the British marque. Daniel made enquires with the current Ecurie Bertelli company to see if any records survive but sadly nothing from the coachbuilding side of the company still exists. Hoping that it would be finished, Chiappini entered the car for the J.C.C 200 Miles meeting at Donington Park in August 1937 but he didn't race as the car wasn't ready in time. It wasn't long after that however, that he began the process of shipping it home to South Africa.

I decided to try to contact Ken Stewart to see if he had any proof of that chassis number. I 'found' him courtesy of an article on the website of the Franschhoek Motor Museum and contacted the museum curator Mike Monk. Mike told me that Ken was now in his eighties and in the process of moving house but that actually, he had already gifted his entire archive to the museum and that Mike and his wife Wendy would look into the history of 2516 on Ken's behalf.

What they produced was a comprehensive competition record for the car. It was first entered for a race in South Africa in November 1937 but did not appear as it was still in preparation. It also missed its second entry, to the Rand Grand Prix, a month later, but on New Year's Day 1938, Steve Chiappini drove 2516 in the South African Grand Prix at East London. Bonhams claimed that he achieved a third-place finish in this race, but the Monk's research suggests that he retired at half distance. In fact, their description of the race record in general varies considerably from the recent research. Over the next few events, Chiappini didn't have much luck with the car, his only real success being an FTD at the Geneva Drive hillclimb in Cape Town. Chiappini later admitted to Ken Stewart that "The big Mas was a very difficult car to handle, the road-holding was really tricky. It was a car that went magnificently, but which was very temperamental."

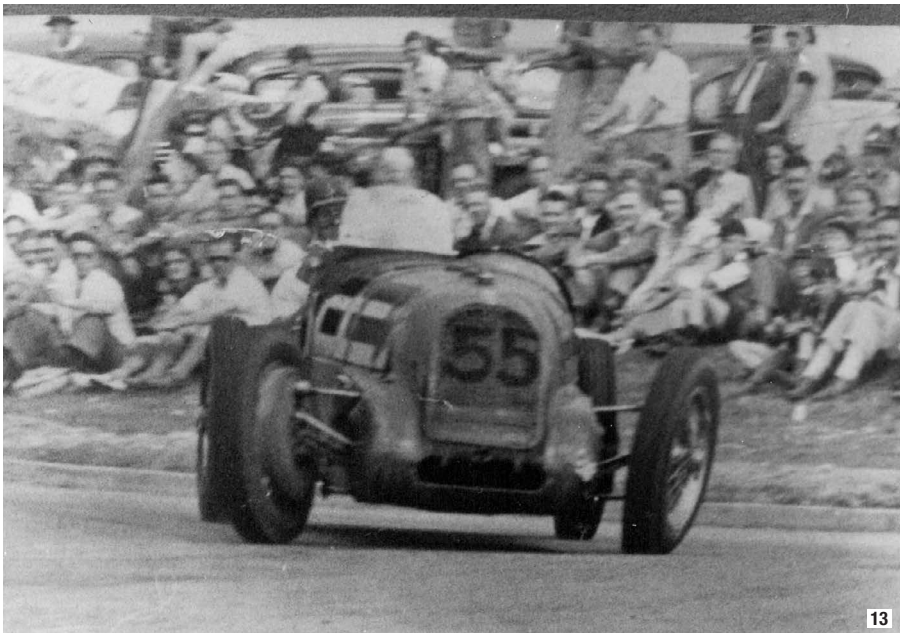
In 1946 he sold 2516 to Ian Fraser-Jones. After a 4th in class at his first race, at the Coronation 100 at Alexandra Park in 1948, the engine developed supercharger trouble and couldn't take the start. Fraser-Jones sold the car and the new owner, Hugh Lister, having had a failed attempt at rebuilding the Maserati engine, decided to remove it and fit a Ford V8. This also proved to be an unreliable engine and so two poor results later, the car changed hands and engines again. This time it was to a Chevrolet inline six and the car became known as the 'Chevrolati'. In this guise, it was owned and raced by Dick Fuller and its last outing was in January 1951 in Durban.

It is not known what happened after that race. The next firm reference to the car was in the early 1960s when the noted South African Alfa Romeo collector Dr Hugh Gearing found and purchased a Tipo 26 Maserati engine and started to collect parts in the hope










of rebuilding a complete car. In a later letter to Anthony Hartley, he explained how this had come about; "The motor I have here is an 8C-2500 supercharged sports car engine – No 2516. It came out of the ex-Oates (sic) Brooklands car which was bought by Chiappini… it passed through many hands. It eventually blew up and was replaced by a Chevrolet – the original motor then being sold to a motorboat racing enthusiast who went to a lot of trouble getting spares from England to rebuild it."

Hugh Gearing also confirmed that the rest of the car had been dismantled but that piece by piece he had been acquiring the parts he needed and that after an extensive search, he had located the original chassis. Sadly, he was not able to acquire it before it was scrapped and for him that was a turning point.

By 1967, through the VSCC, he had learnt that a similar car had been bought by Anthony Hartley and that he was looking for parts. Having been disappointed to miss the chance of the original chassis, Gearing agreed to sell all the parts he had gathered to Anthony, which included original engines for both 2516 and 2518. As

*11. New Year's Day 1938. Steve Chiappini with 2516 at the South African Grand Prix in East London. Substantially modified, the car now sports the Bertelli single-seater body. Photo: A Frank Hoal photo courtesy of Dave Evans/Adam Ferrington collection.*

*12. 2516 with Chiappini at the wheel. The event is the 1940 Camps Bay Hillclimb in Cape Town. He achieved fastest time of the day, his best result with the car.*
*Photo: Wendy Monk.*

*13. By the time of the 1st St John Crusader 100 event in Johannesberg in 1948, 2516 is now owned by Hugh Lister. The Maserati engine has been replaced by a Ford V8, a short-lived combination.*
*Photo: Wendy Monk.*

he magnanimously said "I hope you will have fun rebuilding your car. At least now there will be one original car of this type."

**Meanwhile, back in Blighty.**

There are so many references to 2516 in South Africa that it seems safe to assume that it was this chassis that left England in late 1937. Mike and Wendy Monk are continuing to research this question in the hope of finding a shipping document of some type, but it isn't likely after all this time. However, if we agree that this is correct, then that can only leave 2518 in the UK after that time.

From October 1936, a car described as an 'International racing' Maserati, with '4-seater body' and in 'road trim' was being advertised it for sale in Speed magazine, by a company called 'Speed Models Ltd' of Pembridge Mews W1.

Most sources agree that this car was purchased by F. Ivan Carr, a family member of the Carr's Table Water Biscuits company. In a later edition of Motor Sport (December 1952) he recalled his experiences with it:

"It was in 1937 that I saw an advertisement for a 2.5 litre straight-eight Maserati only about two years old. It was a magnificent looking car and I fell in love with it right away. . . . . But all that glitters is not gold, and of a long string of fine cars, this was far and away the worst. The engine was… a thing of beauty, but that beauty was but skin deep. It had connecting rods of astounding weakness. They were tubular and of the same diameter throughout their length. That diameter seemed to be little enough at the top end and was hopelessly inadequate at the lower end; the net result was that these rods broke and bent with distressing frequency.

One fine summer's day I left London about midday, and 3 p.m. saw the Maserati 20 miles south of Stamford. Suddenly there occurred a most almighty scrunch, followed by a number of lesser tinkles and cracks. A moment's inspection showed what was wrong, for the jagged end of a broken connecting rod protruded through an ugly hole in the crankcase, and had indeed dislodged the magneto, pushed it sideways, and destroyed it's coupling to the engine."

Carr had the Maserati towed to a garage in Stamford, where he and a mechanic immediately started work as he had to get back to his home in Carlisle as soon as possible. He continued:

"We stripped the cylinder head off in double quick time. Off came the sump, and then we fashioned a patch for the hole in the crankcase and exchanged the dynamo coupling for the damaged mag. coupling. The broken piston was brutally broken out of the cylinder with a chisel, and a piece of hose was securely clipped around the vacant big-end journal to hold the oil in, after removing the residue of the broken rod.

About 10 p.m., having refreshed ourselves generously at the local pub (draught Worthington), we started to re-assemble, and at 3 a.m. next morning the engine fired on seven cylinders. At 3.30 a.m. I was on the road again and next morning I walked (albeit a trifle shakily) into my office at the regulation time of 8.45 a.m."

It's a great story, especially as he goes on to say that he attended a wedding in the afternoon! But on a subsequent trip to London, Carr found an Aston Martin that he liked and "after a period of vigorous negotiation, the Maserati departed unnoticed and without mourning."

In fact, even before finding that Aston Martin, Carr had been advertising the Maserati for sale. An advert for it appeared in Motor magazine in April 1938 confirming it was a four-seater. But when he finally sold it, it was in part-exchange for the Aston with Winter Garden Garages of High Holborn, WC1, who continued to advertise it from September 1938 and into 1939.

The next reference of interest, which is also from Motor Sport, this time from June 1942, is a letter from Lieutenant Peter Whalley, who said:

"I have recently become the owner of a Maserati, reputed to be a 2.9. It is a straight-eight, twin overhead camshaft, blown job. The body is a T.T. 4-seater, colour red and registered ELM 510. The previous owner was a Lieutenant Easton." That last line is significant because, as Motor Sport did at the time, we assume that Lieutenant Easton was actually Captain George Eyston, and if we go back to the Double Twelve then this suggests 2516.

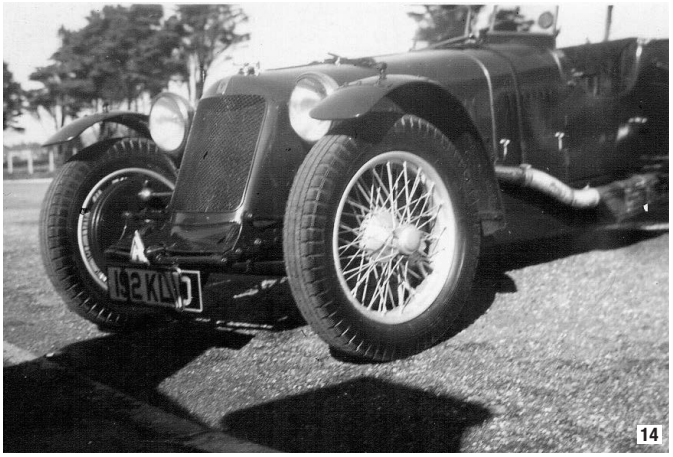
And there is no doubt that this is the car that four years later ended up at the Rootes Bros. dealership in Maidstone, from where in December 1946, it was purchased by John Rosslyn-Smith.

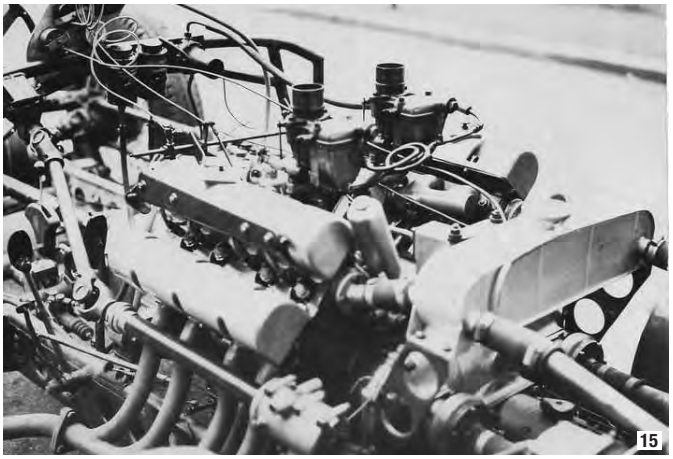
**John Rosslyn-Smith.**

John Rosslyn-Smith's Maserati ownership was unfortunately not a happy period either. We have a copy of the invoice from Rootes and he paid the not insubstantial sum of £1102 for the car, reassured by the fact that the engine had recently been rebuilt. However, by March 1947 he too had suffered a serious engine blow up when another con-rod broke. Daniel also has on file the correspondence that followed.

In response to a complaint to Rootes that the engine had failed so soon after a rebuild, they produced the invoice proving the previous build. The owner at that time (and whose name is also on the logbook) was a Mr. Kenneth Vinson of Maidstone.

Rootes absolved themselves of any responsibility and Rosslyn-Smith was forced to undertake another engine build, which was carried out by High-





*14. The one surviving photograph of ELM 510 (partially obscured by the trade plate) during John Rosslyn-Smith's ownership. It was featured in Trident 141 in the letter from Daniel Corbett.*
*Photo: Daniel Corbett/David Rosslyn-Smith.*

*15. Red Herring number 2! The tantalising photo supplied by Roger Wrapson of the Riley Register. In the register archive, it was captioned; 'Autovia engine in birdcage Maserati chassis in Devon 1950'. Immediately discounted as not a Birdcage, later discounted as not a Maserati chassis either!*
*Photo: Roger Wrapson/Riley Register.*

*16. Early in the Hartley ownership of 2518, it was fitted with a Ford engine. This fantastic image shows the car at that time and also Anthony! The engine is a flathead V8 with supercharger.*
*Photo: Anthony Hartley.*

Speed Motors (run by Roly Wallington) of Lancaster Mews W2. Completed in October 1948, this build would not last much longer than the first and the next letter in this gloomy correspondence is from Laystall Engineering, advising that having had so many failures, they would (quite correctly) recommend rebuilding the engine with a complete set of new 'H' section connecting rods. They also comment that the block should be repairable.

It was the last straw for Rosslyn-Smith, and he had the car taken to H.W. Motors in Walton-on-Thames for them to find a suitable alternative engine. The last pieces of correspondence in Daniel's file are letters from George Abecassis, director of HWM and well-known racing driver, suggesting that maybe a Ford V8 engine would fit. In January 1949, they invoiced Rosslyn-Smith for work to look into fitting a different engine but not actually to do so.

John's son David does remember vividly being taken to school in the car on many occasions during those few months that it worked. He recalls the truly terrific noise and the fact that he could see the road zooming underneath through the loose floorboards. It was also very fast! However, his final memory of it is his father selling it for spare parts.

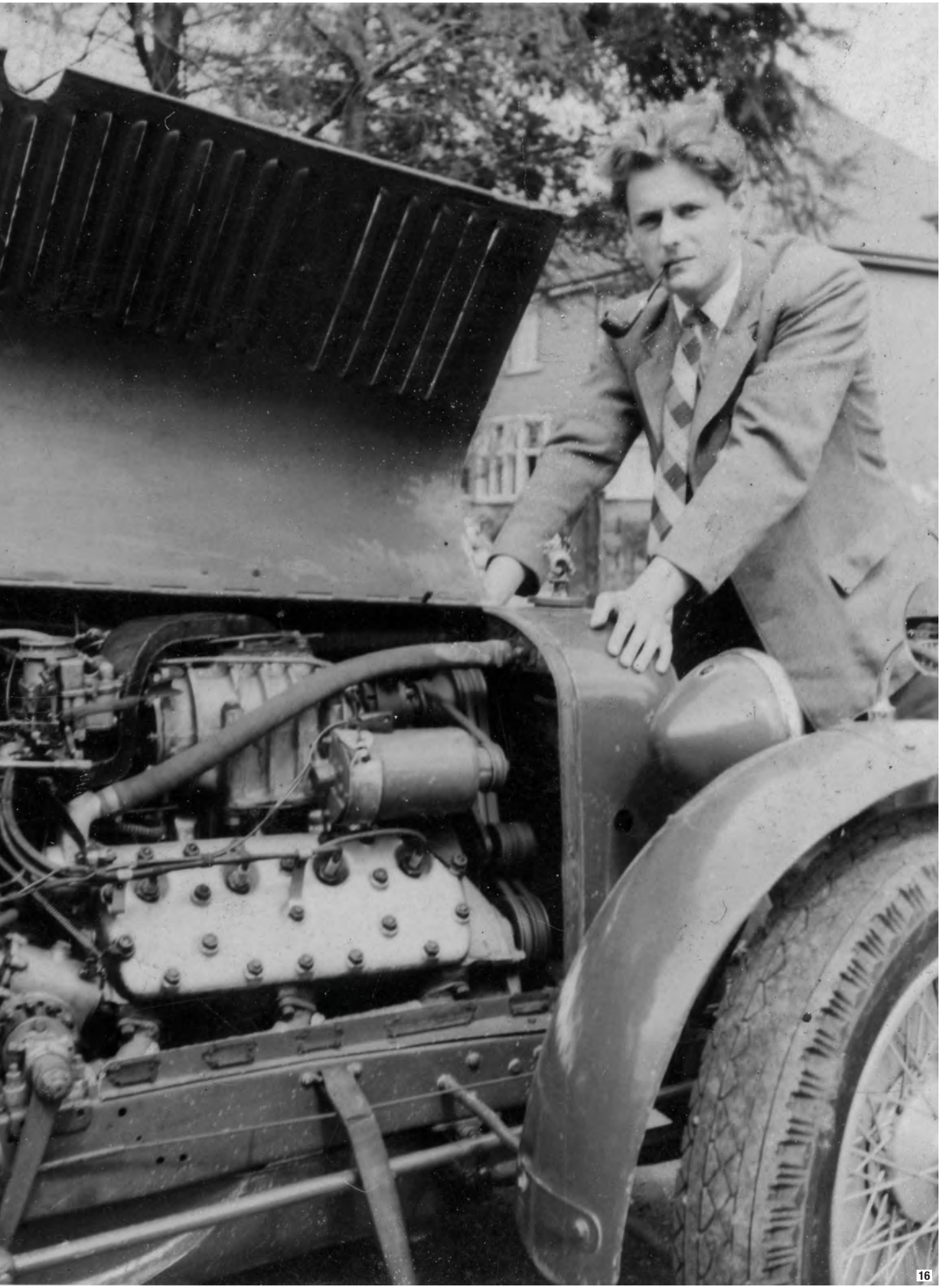
In fact, the car was advertised for sale by HWM in 1949 without engine and was sold within England to Roland Dutt, who wanted it for spare parts for a later 8C-3000 Maserati he then owned. He wrote to Ken Stewart about the car in 1964 confirming that once he had removed the gearbox, torque-tube and rear axle, he gave the rest to his mechanic.

**Autovia.**

There then followed another branch of research. Bonhams made reference to the car then having been fitted with a Riley 3.0 litre V8 engine and gearbox in 1950. In the late 1930s, Riley launched a subsidiary called Autovia to produce luxury cars. The engine was a 3.0 litre V8. Autovia was short-lived and commercially a failure with only 44 cars being built. If one of the engines had found its way into a Maserati, somebody must know about it. Daniel contacted Roger Wrapson of the Riley Register, who very kindly sent us a picture from their archive captioned 'Autovia engine in Maserati Birdcage'. The picture, shown here, is clearly incorrectly captioned as that is certainly not a Birdcage chassis. For a while we thought it could be a Tipo 26 chassis, but careful comparison shows that this chassis had a number of circular 'lightening' holes in it, which the Maseratis didn't. However, a car meeting the description of the remains of the Dutt car and accompanied by an Autovia engine was advertised for sale by a John Staveley in 1950 (likely to be Dutt's mechanic). Perhaps 'accompanied' was as close as it ever got, for a year later, a Mr Pedley of Harrow re-advertised a now engineless chassis.

**The Hartley Brothers.**

What happened to the Autovia engine is not known but in late 1951, Anthony's brother Michael bought the car without engine or gearbox. The car was not registered and had no obvious chassis number. At that time there was so little information available that he would not have known where to look. Michael fitted a Ford V8 and Ford gearbox and then registered the car with a Ford chassis number, as NPX 126 in July 1952. A few years later he sold it to his brother, who would keep it for a further 57 years.



16



*17. By the time of the 1973 Maserati Club Concours, Anthony Hartley has rebuilt 2518 with an original Maserati engine but the car was still registered then as 2513.*
*It would be some years later before its true identity was fully re-established.*
*Photo: Editor collection.*

*18. A later photo of the Hartleys in 2518 at the 2009 Maserati International at Goodwood.*
*Photo: Michael Ward/Auto Italia.*

For a time, Anthony was content to use the car as it was but also began to research its history. This brought him into contact with TASO Mathieson and also Peter Hull at the VSCC, who in turn introduced him to Hugh Gearing. Once he had taken the opportunity to buy the cache of original spare parts from Dr Gearing in 1967, he began in earnest to restore the car to its original specification.

During that restoration, an attempt was made to find the original Maserati chassis number. None could be found on the chassis itself but Anthony's brother Michael found a number on a front chassis cross member which he read as 2513. When the restoration was finished, Anthony applied to the local registration authority (as it was then) to have the chassis and engine numbers corrected on the logbook. In May 1972, this was done and the car was now 2513 with engine 2518.

Once this became known, it confounded a few experts. There was a chassis 2513, which had been sold new in Italy to Giuseppe Furmanik. But the specification would have been different to the Hartley car; 2513 was a Grand Prix car with the shorter chassis and only two seats. For a while though, and in lieu of any evidence to the contrary, it was accepted as 2513 and is even recorded as such in the Orsini and Zagari book, which was first published in 1980.

A few years later, as interest in these cars rose and more information became available, Anthony began to realise that this was unlikely to be the correct number. The 1970s restoration had not involved removing the body or painting the car but finally, in the late 1980s, he decided to change the colour and a more thorough search for the chassis number was then made. It was only after the paint had been removed that a patch of lead was discovered on the rear chassis drop arm, under which was the number 2518. It is easy to see how a badly stamped 8 could read 3, which at least cleared up one anomaly but it still leaves the larger questions unanswered.

If this timeline is correct, it means that the car John Rosslyn-Smith owned was not 2516 as it said in his logbook, but 2518.

**Filling in the gaps.**

Working backwards from Anthony's confirmation of the chassis number as 2518, we can retrace our steps to his brother's purchase of the car in late 1951. And working forwards from John Rosslyn-Smith's records, we reach January 1949 and the invoice from HWM for looking into alternative engines. This leaves us with a gap of almost two years, which was filled by the purchase of the chassis by Roland Dutt, followed by giving it to his mechanic having stripped it of useful mechanical parts, followed possibly by the Autovia engine.

In his letter to Ken Stewart, Dutt confirmed that he bought the car from George Abecassis at HWM, and that it had previously been owned by 'a gentleman who put a rod through the side', that it was 'the Campari car' and that it had a 'torque tube six inches longer than my car' – meaning that it was for a longer chassis car than Dutt's Grand Prix Maserati.

Of course, some of those comments could just as easily apply to 2516 in its original guise, but with the South African history of 2516, the evidence becomes overwhelming that the timeline is correct and that the Rosslyn-Smith car was really 2518 all along, which means it must have been incorrectly registered with the chassis number 2516 in 1937.

This was never discovered because by the time Michael Hartley bought the car, it had effectively lost its identity. As Anthony recalled, the original chassis number stamping had been filled in with lead and painted over and it no longer had a Maserati engine, which should also have had a 'matching' number.

Anthony Hartley also believed that during the early life of the two cars, the engines were swapped between them and therefore I had felt that using the engine numbers for

research purposes was unreliable. But I did now consider whether a swap of engines may have accounted for the registration anomaly.

Going back to something Anthony had said about the bodies obscuring the chassis number, I did wonder whether when presented for registration in 1937, 2518 had an obscured (and leaded) chassis number and the engine from 2516. The registration process at that time was unlikely to be as stringent as today and therefore the chassis number may not have actually been checked, just assumed to be the same as the engine.

That would mean that the engine for 2518 had gone with chassis 2516 to South Africa and for a while this was a credible theory. Dr Gearing talked of finding the engine for 2516 when belonging to the motorboat enthusiast. Naturally, he assumed that this is the engine that had come from the Chiappini car but actually, as we have been told, both original engines ended up in South Africa. The motorboat enthusiast 'went to a lot of trouble to get spares from England', which at the time could easily have meant that he bought the remains of the engine that John Rosslyn-Smith had given up on. In which case, he had both at the same time and it could have been the engine 2516 that was the 'spares from England'.

I discounted that theory, partly because of the Mike and Wendy Monk research, which shows the engine number on race entries exclusively as 2516, but also because I re-read a comment from Anthony in a letter to Daniel Corbett in 2002, saying that he had found that 'the engine crankcase of 2518 has at some time had a plate fitted over the engine number. Two screw holes have been drilled in the crankcase either side of the number. Maserati always stamped the number directly on to the casting. Was this to obscure the original number?' We can only speculate, but it may not have been just to obscure the original but to fit a plate with a different number.

**Why was this done?**

Whereas nowadays it is not possible to register a car with a number plate that makes it look newer than it is, it used to be the case that any car registered after its year of manufacture was given a number from the year the registration took place. ELM 510 is such a number as the combination 'ELM' was first used in 1937. As a result, registering a 1931 car with a 1937 number would not have been seen as particularly unusual or frowned upon, especially if the car had previously been used as a racing car and was now being converted for road use.

It is possible that an unscrupulous seller would attempt to hide the true identity of a worn-out old racing car by changing its chassis and engine numbers (oh the irony compared to today), but in this particular case, the identity has only been changed from one racing car to another and that would make no sense.

This doesn't help us in terms of why the numbers were changed, but it



18




*19. A fitting backdrop. 2518 and the-new 2516 pose on the banking at Brooklands in 2012 during the photo-shoot for the Bonhams auction. Photo: Bonhams.*

may do in terms of who made the change. For not many people would have known enough about the two cars to know which numbers to change to and from. In fact, the one person most likely to know that information was Dick Oats.

With that in mind, I started considering the possibility that Oats registered the original 2516 first and then when it had sold to South Africa, changed the identity of 2518 to 2516 so that he didn't have to register another car, so saving money and time on paperwork. He was the only one to know that it was a safe bet when the first car left for South Africa.

But going back to the logbook for ELM 510, it gives the date of original registration as 23.12.1937, which is only just over a week before Steve Chiappini rolled out his 2516 at the South African Grand Prix. The car had already had the Bertelli single-seater body fitted before it left England and therefore there would have been no need or possibility of the car being road-registered in the UK on that date.

**Those registration numbers.**

Having given up on that line of enquiry, I wasn't sure where to go next but in the pile of papers from Daniel was a poor photocopy of a picture of one of the two cars at a race. Anthony Hartley had sent this to Daniel with a note saying that he thought it was of 2518. There was no information about the picture itself, but it looks like Brooklands, and a later race than the Double Twelve as the car has no lights or mudguards, though it still has a riding mechanic. But the most interesting point is that it has a UK registration number, which is difficult to read but looks like YV 6440.

Adam Ferrington was able to identify the race and the car. The photo is from the Brooklands Whitsun meeting in 1935, the car is 2518 and the driver is Dick Oats. Adam also shared his further research into these two cars which confirms much of the

pre-war history.

Having acquired both cars from Rawlence, it was 2518 that Oats kept, competing in it extensively until 1936, at Brooklands, Brighton Speed Trial and then finally at Shelsley Walsh hillclimb in September 1936. In 1933 he sold 2516 to John Cumming, then to Sir Ronald Gunter and then finally to Steve Chiappini. There is a fantastic Pathé news clip of Gunter competing in this car on Southport Beach in 1934. Worth a couple of minutes on YouTube. This car too, had a UK registration number GW 7229.

The implication from the information TASO Mathieson had gleaned from Oats was that it had been 2516 he kept, before selling it to Chiappini but in actual fact, throughout the period these cars were raced, Oats prepared both of them and then was instrumental in 2516 being converted to a single seater and sold to Chiappini and 2518 being converted to a road going car and sold, via Speed Models, to Ivan Carr.

As previously mentioned, the motivation to re-register the car may have been to give it 'a clean sheet', to distance it from the identity and also the previous number plate of the tired racing car it was, and in Carr's piece, he says he thought that the car was 'only about two years old' so he clearly wasn't aware of its earlier life. But even then, there is an anomaly. For if you look back at the timeline, Carr claims he bought the car in 1937, his spectacular breakdown was on a 'fine summer's day' and then we see him advertising it for sale in April 1938. If the car was re-registered in December 1937, then surely it would have been during his ownership, which makes no sense. Perhaps it was actually the summer of 1938 and he was already out of love and advertising the car for sale when the breakdown happened?

It makes more sense that the change of identity had already taken place before Carr's ownership. Maybe the car was registered for him at time of purchase. But why Oats, if it was him, chose to use the identity of 2516 and not the real identity of 2518 was still a puzzle.

Adam Ferrington then put me in touch with Simon Moore, because together they have been researching the pre-war Maseratis for some years. And they urged me to look again at something I had discounted - that Italian document for the numberplate 8119 BO giving the chassis/engine number '41'. Simon supplied a copy of a similar document for 8118 BO

*20. A puzzling picture. This photograph showing one of the two cars at Brooklands was finally identified when I consulted Adam Ferrington. It is Dick Oats in 2518 at the Brooklands Whitsun Meeting in 1935 and is significant because it proves the car was previously registered.*
*Photo: Adam Ferrington collection.*




20



21


22

*21. Brooklands 2012. 2516 with the registration number ELM 510. For the first time since 1937, the logbook is correct.*
*Photo: Bonhams.*

*22. Brooklands 2012. 2516 with its new chassis to Grand Prix length and new two-seater body built by Anthony Hartley.*
*Photo: Bonhams.*

*23. The straight-eight supercharged engine in 2518, post restoration by Sean Danaher.*
*Photo: Mick Walsh.*

*24. The cockpit of 2518 today, the place where Campari sat.*
*Photo: Mick Walsh.*

*25. The evocative radiator and original oblong Trident badge of 2518.*
*Photo: Mick Walsh.*










giving the chassis/engine number of '42'. These numbers refer to the chassis numbers of the previous year's Grand Prix cars, hence the March 1930 date I had seen. And Adam supplied copies of some of Dick Oats' notebooks for the mid-1930s, where he recorded details of engine work on Maserati engine '42'. Their conclusion is that the two cars were exported to England using these 'old' numbers because Maserati would not have been able to register them officially with new numbers as they were only part-completed. And that maybe they used the previous year's engines as well. Either way, the cars and engines would also have been stamped 41 and 42 as well as 2516 and 2518 (or had plates fitted over these original numbers; remember Anthony's comment) and after the bodies were fitted, obscuring the actual chassis numbers, the chances are that they would have been known by and even registered in the UK using these other numbers. The proof is that Oats used the number 42 in his notes, not 2516 or 2518. Because of this, it is entirely likely that when Oats came to re-register 2518 as ELM 510, he was confused as

to which chassis it actually was. With eighty years between us, we may never find a more conclusive answer.

**The Auction.**

By the time of the Bonhams auction in 2012, Anthony had not only established the correct original identity of 2518 but had also built a car from the remaining parts of 2516. Of course, this required a new chassis as the original had been scrapped in South Africa, as established by Dr Gearing. He elected to have a chassis built to the Grand Prix length and with a two-seater body in the style of the other 26M cars, rather than as per the original for 2516. Not only had he always done all the mechanical work himself, including making numerous parts for the cars over the years, but he also made the new body for 2516 himself. A very talented man. Once completed, he was able to apply for the 'original' registration number for 2516 of ELM 510.

Bonhams recognised that there would be a considerable difference in value between the two cars, and so it proved. 2518 was sold for £1.68 million, whereas the less original 2516 made £533,000.

Since then, 2518 has enjoyed another restoration, this time by marque specialist Sean Danaher, which was completed last year. 2516 was sold to Belgium and was put into service on events including the Mille Miglia retrospective in 2017 with its enthusiastic new owner until, ironically, it suffered an engine problem. It is currently being rebuilt.

**In conclusion.**

Research of this type naturally involves many different strands, and even now we have not fully explored them all. It may be that there is more to this story than Daniel and I have discovered, and we would welcome any correspondence on the subject.

But it is conclusive that John Rosslyn-Smith owned 2518 and not 2516. And that amuses me, because it means that the picture of the car with Daniel's letter at the start of Trident 141 and the picture of the car at the 1973 Club Concours in the back of the magazine are actually two pictures of the same car.

*Trident would like to thank a number of people who have assisted in the production of this article and supplied photographs; Mick Walsh, Bonhams, The Spitzley/Zagari archive, LAT, Simon Taylor, Roger Wrapson, Mike and Wendy Monk, Fondazione Negri, Simon Moore and especially Adam Ferrington.*





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# Living with Levante

*As the Biturbo turns 40, Trident looks at another type of Maserati that broke the mould, the Levante. Like the Biturbo, it is a car built as a response to changing times and emerging markets, a car that sells in greater numbers than the more traditional offerings and also one that can be used as everyday transport. Club member* ***Helen Miles****, a solicitor from Sutton Coldfield, West Midlands, talks to the Editor about her experiences with the Maserati of SUVs.*
*Archive photos by* ***Maserati SpA.***

**The Levante wasn't your first Maserati was it?**
No, I bought my first Maserati in 2005, a black Coupe Cambiocorsa. I'd just had two Mercedes Benz CLKs (Mk 1 and Mk 2) and I wanted something a bit more distinctive.
I was drawn to a Maserati partly because it was fulfilling a childhood dream. I was taken for a spin in an Indy, in around 1979, and never forgot how much I enjoyed that.

**What other Maseratis have you owned?**
After the Coupe Cambiocorsa, I had a GranSport MC Victory. After a few years' break from Maseratis (and two Jaguars), I bought a Ghibli S in 2016. That year my husband bought me membership of the Maserati Club as a gift. He's not really into cars, so I think he was hoping I'd enjoy meeting people who are!

**And after the Ghibli S came the Levante?**
Yes, I bought it new in 2019. I wasn't looking to change cars at the time, but once I'd tried the Levante, I was a bit hooked… It was very much like my Ghibli S, but I felt it was a better drive and so it has proved to be.

**Why did you choose the 'S' model?**
I tend to have a fairly clear idea of what I do and don't want by way of spec, and beyond that I don't worry the details too much. I'd stopped buying diesels a few years previously, and I'd just had a Ghibli S.

**Do you use it as everyday transport?**
Yes. I commute into central Birmingham and combine that with motorway driving – it is fine for the Birmingham CAZ (Clean Air Zone) and it has enough presence on the road to cope with the realities of urban motoring. It manages motorway challenges easily, even in the worst of weathers. The parking sensors and cameras are good enough to cope with the tightest car parks.

**How have you found the reliability, running costs, servicing?**
It's given me no headaches, thankfully. It came with a 'free' servicing offer, so I haven't faced bills, and allowing for its size etc, fuel costs are broadly in line with my expectations.

**Have you bonded with it?**
Definitely. It can also still pull an audience in the supermarket car park!

**Anything you don't like about it?**
Probably too much detail but if you park it on a slope (like my driveway) and it rains, it stores up a nice load of water with which to wash your feet







when you open a door. Of course, that only happens the once and then you get used to jumping out of the way.

**Do you think this is a 'real' Maserati?**
Maybe I'd call it a 'realistic Maserati'. It's a high-quality car that is usable for everyday motoring. It manages to be distinctive and attractive, as well as being capable.

My Coupe Cambiocorsa and GranSport were great, but they broke my heart and left me standing on the side of the road far too often. That's too dangerous for anyone to consider a novelty these days.

**Do you think that this is the kind of car that Maserati should be making?**
Yes. My view is that if we are going to use resources to make vehicles, they must be useable as well as beautiful.

**Would you buy another one?**
Yes. And next time I would consider a hybrid. I wouldn't want fully electric yet, until I am convinced of battery safety, charging availability etc.

**Got any road trips planned?**
No big trips yet but it's been good to be able to enjoy driving a Maserati with my lovely big dog enjoying the view out of the tailgate!





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# Club Events

*The middle of the year saw the resumption of Club Events. Some of these are covered over the next few pages with individual reports but first a round up of a return to form in the second half of the year by the Chairman,* ***Michael O'Shea****.*

Despite so many difficulties in 2020 and the beginning of 2021 due to Covid, we have now caught up with our planned events. I say 'planned' because we had already decided to give the NEC a miss this year but we are planning to be there in 2022.

The first event since the summer issue of Trident was a visit to Max Girardo's beautiful farm in the Cotswolds, which he has converted into several showrooms for racing and road going exotic cars he has for sale. We were made very welcome by his team, and this was followed by an excellent lunch at La Table d'Alix, in Great Haseley. I mention this because if you should be in the Cotswolds and in need of a really good pub restaurant, I would wholeheartedly recommend this one.

A week later in June we had the London Classic Car Show organised by our treasurer Luq Niazi. As Ferrari were not exhibiting, Luq took the opportunity to put on a display of six stunning red Maseratis. These covered a period of nearly 20 years starting with a 1964 Sebring, an Indy, a Bora, a 1972 Ghibli, a Merak SS and a 1990 Shamal. The stand was located opposite the Lamborghini stand and it was interesting to see families walk along and split, with the children having a closer look at the Lamborghinis while the Dads were drooling at the Maseratis.

Unfortunately, the inaugural Auto Royale at Waddesdon Manor, the home of the Rothchild family, planned for July, and which promised to put on










*1. Club day at Salon Privé in early September. David White's 90th Anniversary Spyder takes centre stage. All photos: Michael O'Shea.*

*2. Concours of Elegance at Hampton Court. A fantastic selection of Club cars curated by Luq Niazi.*

*3. Simon Taylor from Classic and Sportscar presents Cliff Clifton with the Saturday Car Club award at the Concours of Elegance.*









display the UK and Europe's finest vintage and classic car restorations did not go ahead. One can only assume the problem of COVID compliance and insurance conspired to make an insurmountable obstacle to holding this event. Maybe next year.

Yet again the 'A' Team organised the display for Maseratis at The Silverstone Classic at the end of July. This is their 20th year of organising this event. They comprise Edwin Faulkner, Dave Smith and Keith Davies. As always, the club stand was well supported on both days despite poor weather but with some good racing. Unfortunately, next year the organisers are proposing to move the dates to the August Bank Holiday weekend so if you thought the traffic was bad this year…. just wait. The 'A' team are downing their High Vis jackets in protest at the date change.

The Salon Privé Concours event in early September is over three days and the Car Club day this year was on the Saturday. There was a reasonable turn out of Club cars including to two Boras, there to celebrate 50 years since production started. There was two concours trophies awarded by the organisers, the manufacturer award which was presented to Tom and Charlotte Ward for their immaculate MC Stradale and the Secretary's award was presented to David and Sue White for their anniversary model 4200 Spyder.

On the same weekend, Hampton Court Concours d'Elegance also attracted a good cross-section of older Maseratis. The event hosted many car clubs but the overall award sponsored by Classic and Sports Car from all the car clubs was the Car Club Award presented to Cliff and Rosie Clifton for their beautiful 1960 3500GT Coupe. Our presence at this event was organised by Luq Niazi. Hopefully these two events will not clash next year.

Also in September was Stonor Park Supercar Day which was not a Maserati Club event and I did speak to the organisers about securing a Maserati MC20 for the event but they were not successful. To my knowledge there were no MC20s at any of the above events although one did appear at the Goodwood Festival of Speed racing up the hill. There was one Sebring at Stonor Park, not owned by a current club member but he soon will be!

On a lovely autumn day in September, the Club hosted its Annual Concours at Phyllis Court Club in

*4. Club Concours, Phyllis Court Club, Henley.*
*Photo: James Wheeler.*

*5. Moderns at the Club Concours. John Lambden's 3200GT to the fore.*
*Photo: James Wheeler.*

*6. Class One entries to the Concours included the Clifton 3500GT and the Sebrings of Peter Milligan (middle) and Jerry Hutton.*
*Photo: James Wheeler.*

*7. Class Two, for Supercars of the Seventies was a walkover for squadra Merak (there were no other entries). Here the judges ponder Andrew Hutton's SS.*
*Photo: Graham Wood*




*8. The winner. Peter Milligan and his immaculate Series 2 Sebring, which won the class and also the Maserati UK Trophy as overall winner. Photo: James Wheeler.*

Henley on Thames sponsored by Lockton Insurance. The day included a lunch in the Riverside Pavilion. Rex Barton stepped up to organise the event and he split the entries into four classes depending upon the age of the car. Unfortunately, the weekend was affected by the fuel shortage and a few entries withdrew leaving 12 concours entries. The judging was carried out by a very professional team namely: Helen Miles, Andy Heywood, Martin Chisholm and Rex Barton. The Lockton Trophy was presented by David Hamer who personally selected a non-concours car that was owned by Philip Pearson, a GranTurismo. The class winners were Peter Milligan with his Sebring S2, Andrew Hutton with his 1978 Merak SS, Graham Wood with his 2002 3200GT and Jane Niazi with her 1994 Zagato Spyder. The overall Concours award, and the Maserati UK trophy was awarded to Peter Milligan.

Finally, in October, the North Yorkshire Moors & Coast Autumn Event took place, supported by 73 members of the club. Well organised by the enthusiastic David and Sue White, this event was based at the Raithwaite Hall Hotel in Whitby, almost overlooking the sea. A few entries felt that the risk of being stranded somewhere with no fuel was too worrying and pulled out although actually there was no fuel shortage in Yorkshire. David kept us busy with places to go and things to see and a traditional fish and chips evening out at a local pub. JCT600 sponsored the event and Paul Clayson, with his usual charm, extracted our money at an after-dinner auction for prizes that JCT600 had generously donated. David awarded numerous prizes, but the overall prize, the Indy Trophy, went to Peter Bateman with his Bora who was thrilled as he last won this trophy 20 years ago!




## CLUB VISIT TO THE CLASSIC MOTOR HUB

*The 18th July proved to be third time lucky for Gail Mosley's visit to the 'Hub for lunch and a chance to see a superb collection of classic cars. By* ***Rex Barton****.*

This event was originally planned to take place on the 22nd March 2020 and then reorganised for the 11th October, both of which were cancelled due to Covid 19. As we got nearer to July 18th, fingers were crossed that the Government would not force another cancellation. As the day approached, the weather improved and although Government restrictions were not fully lifted 30 members and guests were allowed to attend this wonderful venue which is

based at the historic RAF site near Bibury in the Cotswolds.

The event was also the first motor club event that the Classic Motor Hub had put on since the start of the pandemic and MD and Club member Martin Chisholm had made a special effort to display some very special Maserati cars for members to view.

In front of the entrance to the main building we had a 250S and an A6GCS. The 250S was bodied by Fiandri and loaned by Stephen Bond and the A6GCS was the prototype for the 300S Fantuzzi bodywork and raced in the Mille Miglia in 1955 (ninth overall) and 1956, and also raced in the Targa Florio in 1955. It was loaned to Martin by Carlos Sielecki.

Outside the hangar and beside the lunch tables were a pair of 250Fs. The red one kindly loaned by Nick Mason was found in Brazil by Colin Crabbe and returned to the track by Nick. The white one is the ex-Behra car, which was much campaigned by von Schenk for many years and loaned by its current owner Martin Halusa.

In addition to these Maserati cars, also on display were some very special Bentley race and rally cars, and one of my favourite cars, the Delage 10.6 litre V12 Land Speed Record holder. A detailed history of these cars was given by Martin Chisholm in a very informative guided tour before lunch. There was also a good selection of Ferrari, Aston Martin, and Jaguar cars. If you visit their website, you can view details of all of the cars currently for sale.

After lunch, the Red Arrows made a brief flypast in the distance. We thought this was to celebrate our event taking place but later realised that they were on their way from RAF Fairford to Silverstone for the Grand Prix!

If you live in the area or are looking for a day out then the venue is open for enthusiasts to pop in for a coffee and to view the cars and motorcycles for sale, but please check on their website before visiting. Alternatively keep a look out for next year's event, which will be held in the spring. Most of the cars will have changed by then and the Cotswolds is such a nice area of the country it's actually worth making it part of a weekend away for those of you that live further afield.

Special thanks must go to Gail and Martin for their perseverance and for a very enjoyable day.










*9. Rex and Joanne Barton arrive at the Classic Motor Hub in their GranSport Spyder.*
*All photos: Martin Chisholm.*

*10. Club members assembled at the Classic Motor Hub. John Connor deep in thought (about how to finance a 300S possibly?).*

*11. Spectacular weather at the Motor Hub, showcasing the Maserati racing cars that the company stores and looks after.*

*12. Club cars at the Classic Motor Hub lunch in July.*

## SILVERSTONE CLASSIC

*The Club's intrepid photographer, Dave Smith, braves the unseasonal weather and the Club stand at the annual Silverstone Classic Festival (30 July – 01 August).*



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**Thursday 29th July.**
Set-up day: Thanks to the Club's organisational genius, Edwin Faulkner, Chelsea Hire were on site to erect our Club marquee, complete with flooring this year. The 'A' Team (Edwin, Keith Davies, Howard Poole and yours truly) were on-site to complete all the other bits and pieces. Hand sanitiser, coffee cups etc were ferried in courtesy of Keith's car. The weather was sunny and windy with worse to come!

**Friday 30th July.**
Greeted by rain and frequent showers on this qualifying day. The Marshalls (Edwin and Keith) were pleased to see 15 cars exhibited on the Club Stand today. Another Edwin 'brainwave' was to organise daily hour slots for other members to take over so Edwin and Keith could either watch the racing, rest, or drink beer.

Paddock patrol – An interesting collection of Maseratis; John Spiers (250F-2516), Klaus Lehr (250F-CM5), Elliott Hann (250F-CM7), Martin Halusa (250F-2521), Andy Willis (Cooper-Maserati), Richard Wilson (250S-2432) and Carlos Sielecki (A6GCS).

**Saturday 31st July.**
A good turn-out today with 35 cars on the Club Stand. Some brief heavy showers sent a lot of people racing for shelter, and just my luck rain started when the pre'66 GP car race started, unfortunately my camera is not designed to get wet!

Once again sterling work by the hourly helpers who gave our senior Marshalls a well-earned break. The 'class of '59' were playing again this year, music from the late 1950's, terrific group which had people dancing. I made a mental note last year 'must learn to jive'. Nil progress as yet! The racing – two races today involving Maseratis:

**HGPCA Pre'66 Grand Prix Cars.**
All four 250Fs started this race. Sam Wilson was victorious in the ex-Jim Clark/Innes Ireland Lotus 18 just staying ahead of the Cooper T53s of Will Nuthall and Rudi Friedrichs who survived a spin on the wet track. Maserati placings were seventh for John Spiers with Klaus Luhr 15th, Elliott Hann 21st and Martin Halusa 32nd.

**MRL RAC Woodcote and Stirling Moss Trophies.**
One of the most thrilling finishes of the weekend, held at dusk this evening. 40 minutes of racing on a wet track with less than a second covering the top three finishers. The winners of the Woodcote Trophy were Martin Stretton and Gregor Fisken in the 1955 HWM Jaguar. Overall victory went to Martin O'Connell,



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Lotus 11 with Roger Wills second in the Lotus 15. Overall Maserati placings were Richard Wilson/Martin Stretton 250S 13th and Carlos Sielecki/Mathias Sielecki 50th.

**Sunday 1st August.**

I must admit to my daily visit to the West Cornwall Pasty Company for a Green Thai Vegetable Pasty – other food outlets were on site!

22 cars on display today at the Club Stand with a cold misty start and light rain. I couldn't believe my luck with fine weather for the pre'66 GP car race – a dry camera and hopefully some decent photos.

Club members who were racing over the weekend were Richard Wilson (250S), Gregor Fisken (Jaguar HWM), Paul Clayson (Alfa Romeo) and our Chairman Michael O'Shea (Jaguar E-Type). The racing – one race involving Maseratis today: -

**HGPCA Pre'66 Grand Prix Cars Race 2.**

A burst radiator hose in the assembly area forced Andrew Haddon to start the Scarab from the back of the grid but he managed to pass everyone for a well-earned victory, Rudi Friedrichs and Justin Maeers came home second and third in Cooper T53s. John Spiers came home a brilliant fourth in 250F 2516 with Klaus Lehr 14th and Elliott Hann 17th, both in 250Fs.

Summing up – This was the 30th Anniversary of the event with 21 races with more than 900 entries and a six figure audience making it the world's biggest historic motor racing festival. One of my highlights was watching Damon Hill 'demonstrate' his title winning Williams-Renault FW18, as a fellow photographer commented – he really enjoyed that! One thing I did notice was a lack of Real Ale outlets something that my fellow RASGers (Real Ale Splinter Group) also noticed.

For 2022 the Classic is moving to 26 – 28 August which is a Bank Holiday and according to Silverstone the date is being changed to help expand the event. However, this seems to clash with a lot of other events so time will tell if it is successful.

*13. Organisers of the Club stand at Silverstone Classic, the 'A' Team of L-R Keith Davies, Dave Smith and Edwin Faulkner, ready for anything the weather can throw at them. Photo: Graham Wood.*

*14. Historic racing expert Steve Hart in the pits at Silverstone Classic preparing 250F CM5. Photo: Graham Wood.*

*15. Silverstone: 250F CM5 again, this time overtaking at Village and driven by Claus Lehr in the HGPCA Pre-66 Grand Prix car race. Photo: Graham Wood.*

*16. Silverstone paddock. Richard Wilson's gorgeous 250S #2432 getting ready for a wet weekend. Photo: Dave Smith.*

*17. John Spiers at speed in 250F #2516 during the HGCPCA Pre-66 Grand Prix cars race at Silverstone Classic. Photo: Dave Smith.*

*18. The Sielecki family's A6GCS with temporary roof to ward off the Silverstone weather. Photo: Dave Smith.*






## NORTH YORKSHIRE AUTUMN MEETING

*Some thoughts on a great weekend in Yorkshire on this year's Autumn Meeting.*
*By **Cliff Clifton.***

David and Sue White's long awaited autumn event in the North Yorkshire moors brightened five days at the end of September. With a multiple choice menu of excursions, and with the weather having a fine time keeping us guessing, we managed to explore and get to know this corner of England, with far more than its fair share of quiet roads, stunning scenery and local cuisine.

Raithwaite Hall, rebuilt only 12 years ago, was carefully selected for this event, and lies on the hill outside the quiet seaside village of Sandsend, close to Whitby. It was a great base for our activities. With its horizon swimming pool, which many enjoyed and sculpted gardens in a small valley with lakes and woodland, it provided outstanding service and home grown cuisine from a team of young enthusiastic people.

The mysterious arrival of Bram Stoker's book Dracula delivered to our homes a few weeks before the event heralded one of the prevailing aspects of Whitby, its gothic atmosphere, topped by the Abbey, an ancient, ruined presence on the hill. Our thoughts were drawn to its history on the first night after dinner, when a storyteller revealed its secrets.

Next day, Flamborough Head beckoned, along with the chance of seeing the only albatross in the northern hemisphere at Bempton



*19. The North Yorkshire Autumn Meeting was a great success, even allowing for the combined efforts of Covid and fuel shortages.*
*Photo: Dave Smith.*

*20. Ex-Trident editor Bill Jackson surveys the majesty of the North Yorkshire Moors during the Autumn Meeting.*
*Photo: Alex Jackson.*

*21. Maseratis gathered at the opulent Grand Hotel in York during the Autumn Meeting.*
*Photo: Alex Jackson.*

*22 . Mark Troy, Sales Manager at JCT600, brought a very rapid new Ghibli Trofeo to demonstrate on the Autumn Meeting.*
*Photo: Alex Jackson.*

*23. Battle of the numberplates at the Autumn Meeting. Arthur Kelly's Ghibli 3 vs David White's 90th Anniversary Spyder.*
*Photo: Dave Smith.*

*24. Winner of the Autumn Meeting and the Indy Trophy was Peter Bateman, driving a Bora.*
*Photo: Dave Smith.*



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Cliffs RSPB. En-route, Oliver's Mount racetrack in Scarborough, still in regular use, wound its way around the hillside with views across the town as we reached the top. Wind and rain dissuaded us visiting the Filey Brigg peninsula but our next stop Spirit of Yorkshire distillery makes Filey Bay, the county's first single malt whisky. With its sister company Wold Top Brewery, tours were organised and a lunch of home cut sandwiches in the brewery were a highlight.

With credit to Chris and Hilary Green, authors and sponsors of the road book and with help from Duncan Mitchell, 34 cars navigated their way safely over 300 miles of frequently empty roads. We explored Runswick and Robin Hood Bays, market towns Helmsley and Pickering with gardens and historic ruins including Rievaulx Abbey to enjoy. Side excursions to stations on the North Yorkshire Moors Railway, the Mathewson classic car museum and other tempting destinations made for a five-star tasting menu. Speaking of menus, the world-famous Magpie fish and chip shop in Whitby was one of the treats.

To enrich our weekend experiences, test drives of the new Maserati Trofeo Ghibli and Levante models were made available from JCT600, a sponsor and supporter of the event which also donated three valuable prizes for the auction on the last night.

North Yorkshire specialises in large, impressive skies. We loved those open moorland roads with long horizons and driving over the tops with descents down into the small valleys. On the way back to our last lunch on Sunday at York's Grand Hotel, the route took us through the Castle Howard estate, one of Capability Brown's finest with magnificent gardens, fountains and landscaping.

Yorkshire is known by some as God's own county. We found a trinity of sea, space and sky.



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**NORTH YORKSHIRE AUTUMN TOUR LIST OF ENTRANTS.**

Mr John Francis & Ms Vera Garschagen
Mr Philip Ford & Mrs Adine Ford
Mr Eric Toft & Mrs Deborah Toft
Mr Paul Clayson & Mrs Annie Broe
Mr Xavier Lavedrine & Mrs Isa Lavedrine
Mr Graham Clifton & Mrs Rosie Clifton
Mr Edwin Faulkner & Mr John Moon
Mr Jerry Hutton & Mrs Clare Hutton
Mr Simon Edwards & Mr Alex Edwards
Mrs Gail Mosley & Mr Duncan Mitchell
Mr John Jackson & Miss Felicity Jackson
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# Back Catalogue




*Michael Bedford, owner of the 222 4v in our Biturbo 40 feature, also sent in this advert from the December 1989 issue of the legal journal, Counsel. As Michael says, the purple prose is an absolute delight but it was instrumental in bringing Maserati to his attention as a maker of contemporary road cars in the 1980s. At this time, the importer was still the Leeds-based Maserati UK Ltd, though only a few months later they would be in receivership.*

*It was bad timing, as the 222E Coupe was a great car and should have sold in much larger numbers than it did. But what actually happened was that the UK entered an unstable period of failed importers and compounds of unsold cars until finally Meridien took over the concession.*

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