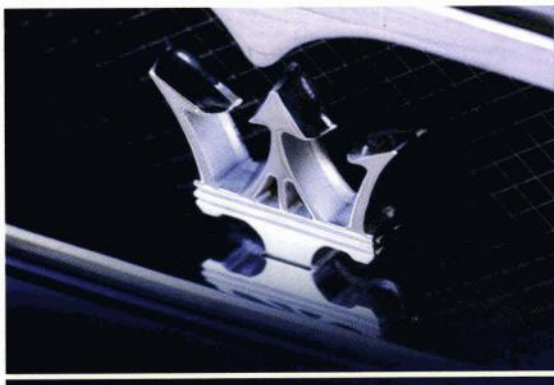
trident

The Maserati Club Autumn 2000 Issue 81





The New Mas

This Is What's Ahead Of You.

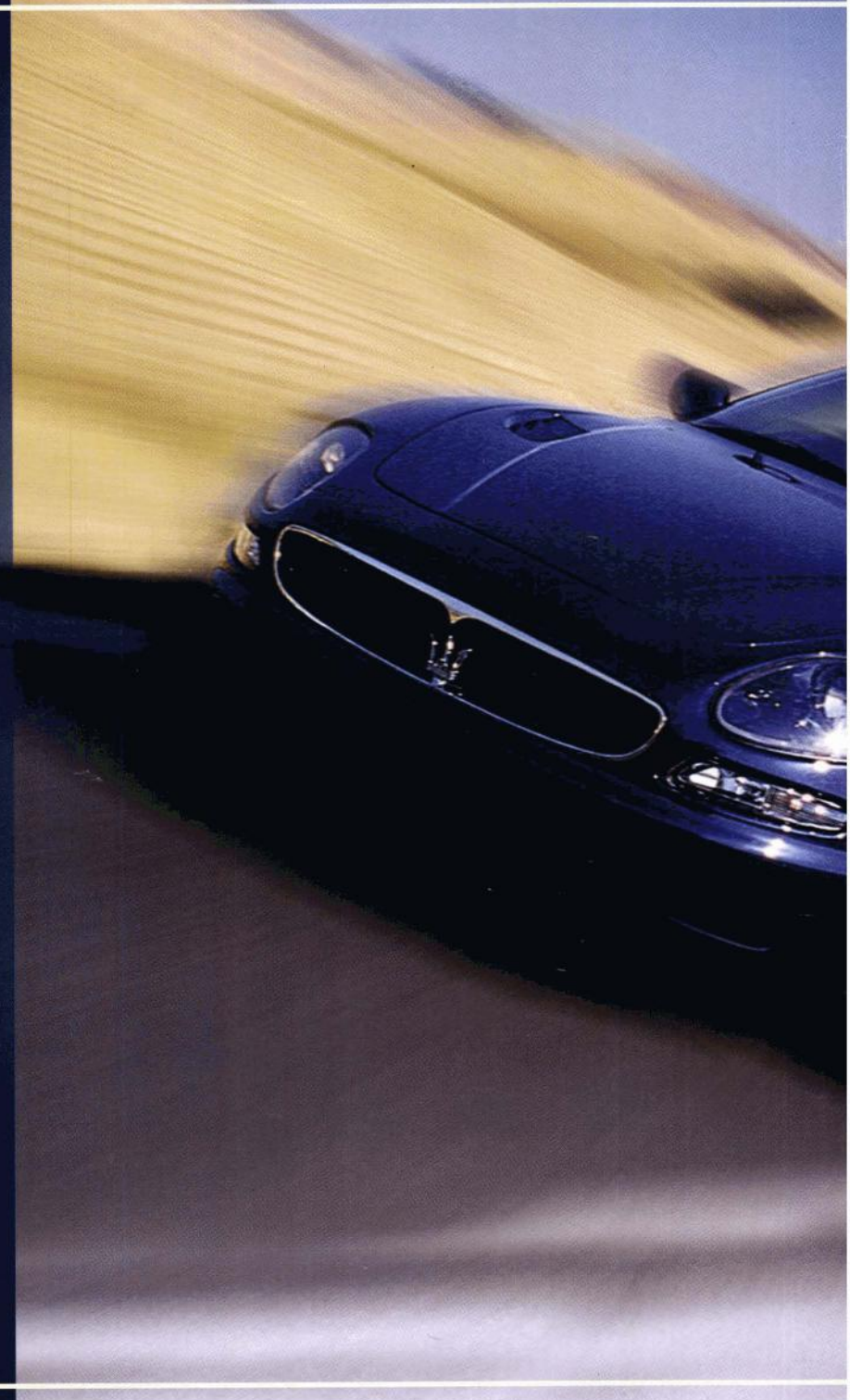
Spectacular performance from the 370bhp V8 twin-turbo engine.

The experience of the open, inviting road.

0-60 in 4.9 unforgettable seconds.

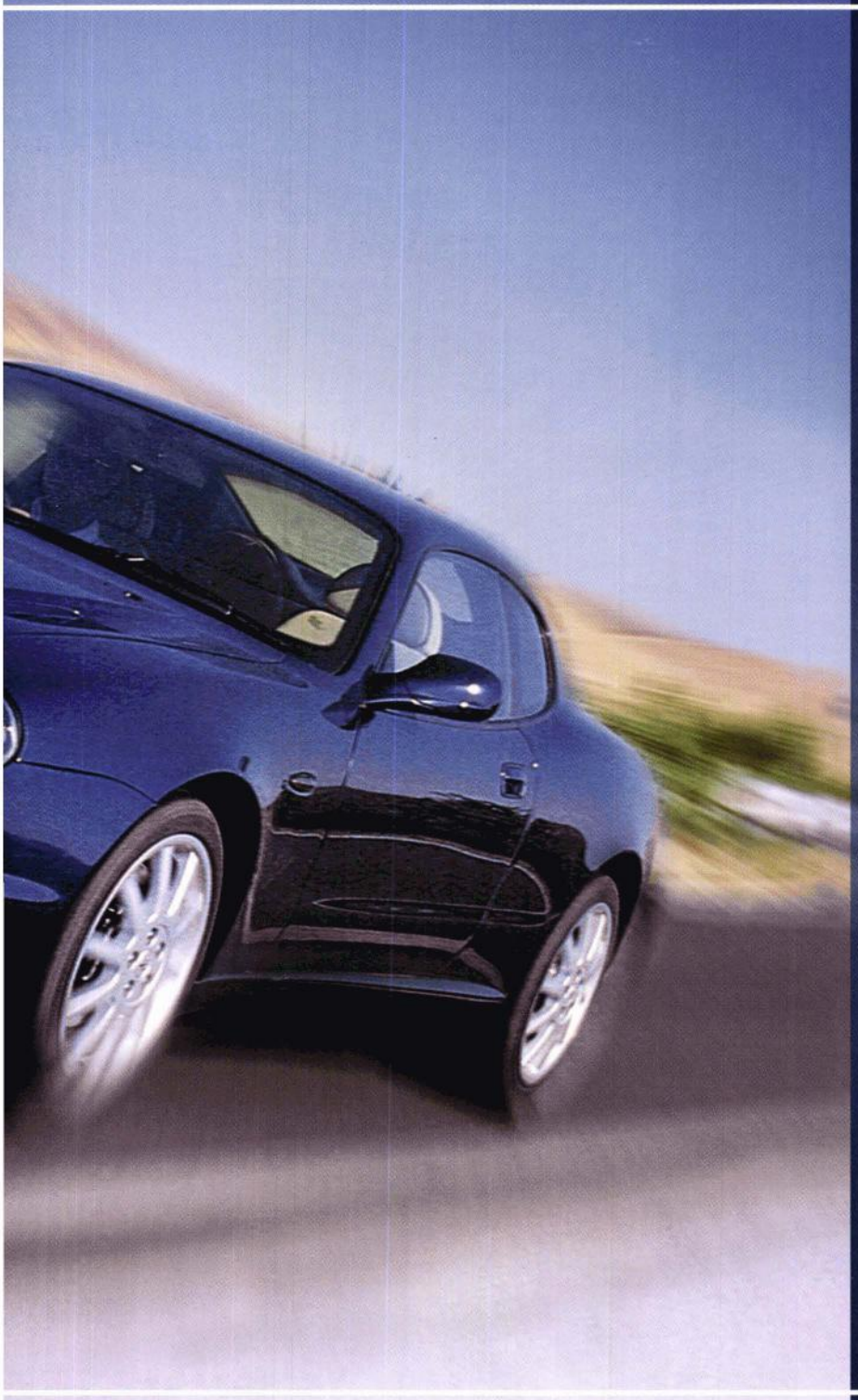
The most elegant luxury car in a long line of legends.

Handling to match the breathtaking pace.



Call 080
To Arrange Y

ERATI 3200 GT



This Is What's Behind You.

3 year/44,000 mile fixed price servicing.

From £60,755 on the road with finance from Maranello Financial Services.

3 year/60,000 mile warranty.

Two real seats in the back.

Unsurpassed relationship with your dealer.

Available in manual or automatic option.

MASERATI

064 6468
UR TEST DRIVE.

YOU EXPECT LUXURY, BUT YOU WANT PERFORMANCE. YOU YEARN FOR A SPORTS CAR, BUT YOU NEED FOUR SEATS. YOU DEMAND SOPHISTICATION YET YOU APPRECIATE PASSION. AND YOU DON'T BELIEVE IN COMPROMISE. NEITHER DO WE.



MASERATI 3200 GT. 4 SEATS. 370 HP. PURE ADRENALINE

GLENVARIGILL

300 COLINTON ROAD, EDINBURGH, EH13 OLE TEL: 0131 4411111 FAX: 0131 4416449

AVAILABLE IN MANUAL OR AUTOMATIC WITH PRICES STARTING FROM £59,925 PLUS DELIVERY CHARGES


MASERATI
5000 GT
Maserati
Inter'one

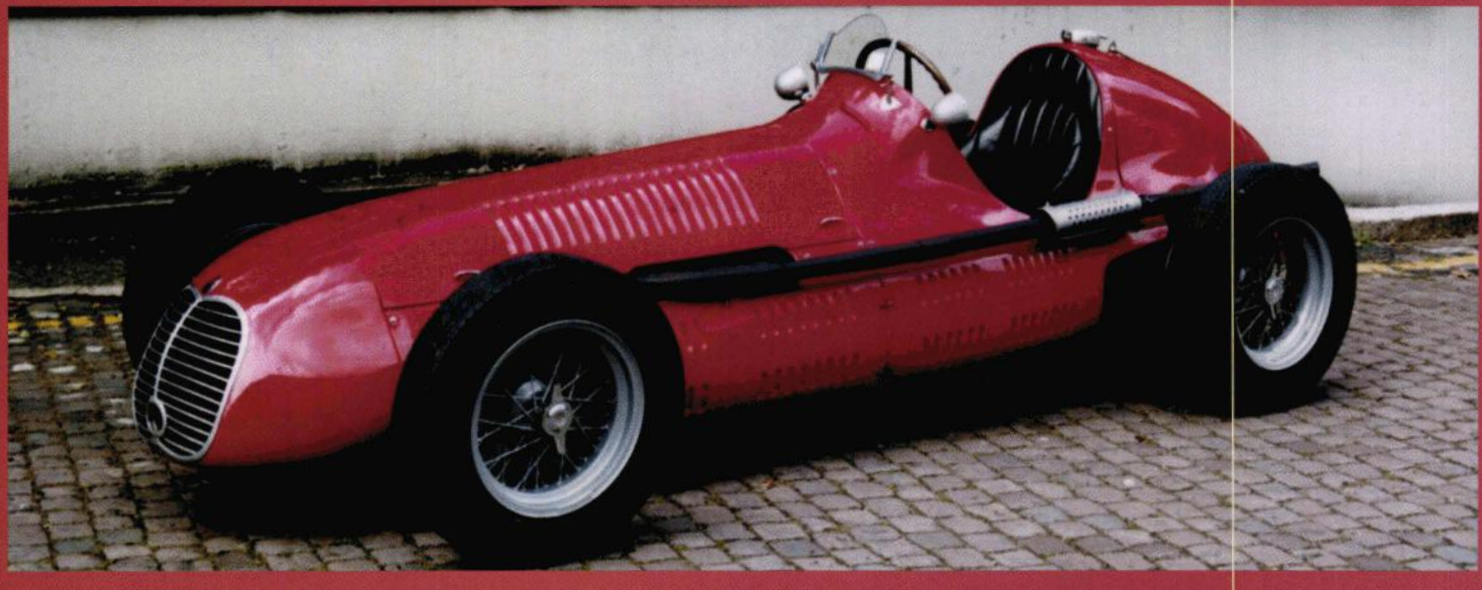
Business Hours
9.30am to 6.00pm Weekdays
10.00am to 4.00pm Saturdays

COYS
OF
KENSINGTON
—
FOUNDED *1919*

www.coys.co.uk
For more information
please visit our web site

EXPERTS IN THE ACQUISITION AND SALE OF THE WORLD'S MOST IMPORTANT MOTOR CARS

The Ex-Prince Bira 1948 Maserati 4 CLT/48. Chassis number 1598



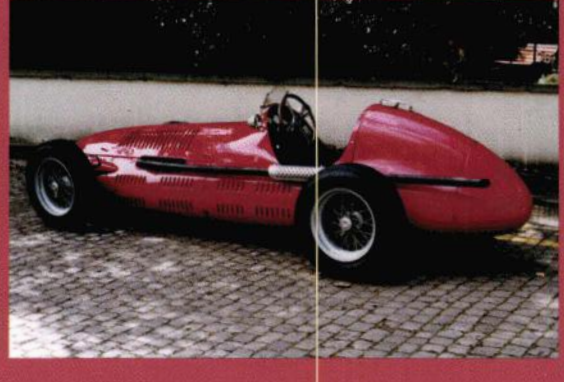


Prince Bira in his 4CLT leading Farina in a similar car during the 1949 Swiss Grand Prix

	Date	*Event*	*Result*
1949	3/4/49	GP of San Remo	2nd
	28/4/49	Jersey Road Race	4th
	7/5/49	GP de Roussilion	2nd
	3/7/49	GP of Switzerland	5th
	10/7/49	GP d'Albi	2nd
	7/7/49	French GP	2nd
	31/7/49	GP of Zandvort	3rd
	20/8/49	Intnl Trophy, Silverstone	1st
	11/9/49	Italian GP	3rd
1950	1/5/50	Monaco GP	5th
	4/6/50	Swiss GP	4th
	23/7/50	GP van Netherland,Zandvort	5th
	30/9/50	Goodwood Trophy	2nd

This famous Maserati 4 CLT/48 was raced comprehensively by Prince Bira in Grand Prix events during the early post-war period. Finished in traditional Italian racing red, it is race prepared and, having competed in some of the most prestigious historic events, comes with full FIA papers.





2-4 Queen's Gate Mews, London, SW7 5QJ. Telephone 020 7584 7444 Facsimile 020 7584 2733 sales@coys-of-kensington.co.uk

The Maserati Club

Patron		**Cameron Millar**	
Past Presidents		**TASO Mathieson Cameron Millar**	
Club Administrator		**Dave Smith**	**Maserati Club**, 39 Ventnor Avenue, Stanmore, Middx HA7 2HX Tel/Fax 020 8907 1972 email: admin@maseraticlub.co.uk website: www.maseraticlub.co.uk
The Committee	*President*	**Alexander Fyshe**	24 St Peter's Square, London W6 9NW. Tel 020 8748 6276
	Chairman	**John Duggleby**	Court Hayes, East Chinnock, Yeovil, Somerset BA22 9DR. Tel 01935 864007. Fax 01935 862243
	Patron	**Cameron Millar**	The Dower House, Northaw, Potters Bar, Herts. EN6 4NG. Tel 01707 652004
	Vice-President	**Roger Lucas**	Manor Farm, Manor House Lane, Little Bookham, Surrey KT23 4EW. Tel 01372 457480
	Treasurer	**Julie Painter**	The Cottage, Two Dells Lane, Ashley Green, Bucks HP5 3RB Tel 01442 862 940
	Secretary	**Adam Painter**	The Cottage, Two Dells Lane, Ashley Green, Bucks HP5 3RB Tel 01442 862 940
	Events	**Simon Lees-Milne**	Linehill House, Sapey Common. Clifton-upon-Teme, WR6 6EP Tel 01886 853 294
	Trident	**William Jackson**	16 Gillingham Road, London NW2 1RT. Tel/Fax 0208-450 1867
	Newsletter	**Andy Heywood**	Flat 1, 14 Hitchin Street, Baldock, Herts SG7 6AE Tel 01462 622 769
	Regalia and Manuals	**Roger Epsztajn**	8 Audley Road, London NW4 3EY Tel 020 8202 0059
Editor & Advertising		**William Jackson**	16 Gillingham Road, London NW2 1RT. Tel/Fax 020 8450 1867
Printers	AMBER		14/16 Grove Road, Harpenden Herts AL5 1PX Tel 01582 769981 Fax 01582 769304
Designers	FONDA		Park House 206 Latimer Road London W10 6QY Tel 020 7565 2065 Fax 020 7565 2075

Contributions do not necessarily represent the views of the Committee nor the Editor, and expressed opinions are personal to the contributors.
No responsibility is accepted for the efficacy of any technical advice offered.
Acceptance of an advertisement for publication in trident does not imply endorsement of the product or service by the Maserati Club.

Contents

Cover Picture: The Panini ex-Maserati collection 5000 GT with coachwork by Allemano
Photo: Phil Ward

Editorial 8
Classic Malts Scottish Reliability Trial 10
Grand Prix De Monaco Historique 16
Goodwood Festival of Speed 18
Maserati Classic International Sweden 20
Maserati 5000 GT 39
Auto Italia Festival 2000 44
Coys Historic Festival - Silverstone 48
Maseratis on the Track - Coys 50
Oh what Mortal Hand or Eye 54
News & Views 59
Tailpiece 60

Club subscriptions

Members are reminded that subscriptions are due in January each year and the subscription runs from 1st January to 31st December in each calendar year.

The subscriptions for 2001 are £35.00 for the U.K. and European Members and $70.00 for the U.S.A. and the rest of the world. These subscriptions cover air mail postage of the magazines and newsletters for overseas members. The joining fee is £5.00.

Advertising

Advertising in trident is an inexpensive and simple way to reach the many members in the U.K. and overseas. Information and costs are available from the Editor.



Road Rally Swedish International
Dutch Mistral and Khamsin at Church
Photo: Henny Cate

Editorial

It has been a long and wet summer but it did not deter owners from getting out their Maseratis and having fun at many different events. The highlights have been the much spirited racing at various meetings, the International in Sweden where the rain played havoc on the circuit day and lots of other activities all reported in this issue. My doubts about the Coys meeting this year at Silverstone were soon forgotten with two splendid days of competition and hard won Maserati successes. Simon Lees-Milne must be heartily congratulated for the smooth hand over as the new organiser from John Duggleby, though he was disappointed that the overall number of Club Members was down a little on previous years.

The Swedish International is superbly reported by Henny Cate and was enjoyable, though chaotic at times. For a small club they were very stretched both in sponsorship and manpower but tried very hard, and there were some wonderful moments. I missed the first day because of other commitments, but I had sent my car and driver on ahead. Sure enough, the Ghibli Spider and Stafford were waiting for me and after the Rally, we spent two glorious days touring the central uplands of Sweden with the top down throughout. We look forward to the German International next year which Walter Baumer, editor of the German Club Magazine, assures me will be fantastic and will be based in Berlin. The date will be the same as this year, the last weekend of June.

We are sad to report the death of Dave Graham, the Quiet American of the Club. He and his wife Florence took part in may Club events in their Biturbo and now famous Quattroporte 1, in which they caused a sensation by finishing the arduous Monte Carlo Classic Challenge last year, and by doing so, raised so much money for children's charities. Dave will be very much missed and we send our condolences and best wishes to Flo.

There have been changes at Maserati UK with the departure of Tommy Porter who was a man of his word and with whom we had built a special relationship within the Club. His role has been taken over by Phil Mills, who still handles the Middle East Ferrari and Maserati market for Inchcape and as a result he is continually on the move. Even so, bonds are being built and there has been time for them to acquire a number of classic road cars, which now include a Sebring, a Mistral, an Indy, a Ghibli SS (V8) and a Bora.

Many Club Members complain that there are no track or circuit days. To hire a track is very expensive - so what about a sprint? As part of the Spring Meeting the weekend of the AGM, Paul Clayson and I are planning to embrace a 'Sunday Sprint at Cornbury Park', which will be for competitors and road cars only. Cornbury is near Woodstock north of Oxford and the meeting will be based either at Weston on the Green by the M40 or at Wyck Hill near Stow -on-the-Wold. Booking forms for the Spring Meeting will be in the January Newsletter with details of the AGM. There will be accommodation available for those who wish to attend the AGM only with the option of dinner as well. Book early, the limit will have to be 30 Maseratis.

We look forward to seeing you at the Christmas Dinner or in 2001, the real millennium!

Quote of the issue: *'Maseratis. They would be unbeatable if Mercedes built them'.* Alfred Neubauer 1930s

Bill Jackson October 2000

auto shield

TRADING & MAINTENANCE LTD

Maserati Specialists

Established Maserati Service Specialist

Countrywide collection and delivery



Extensive range of new, used and discontinued parts

Enhancements for engine and braking systems on Biturbo models available

Complete restoration services for classic and current vehicles

322c & 465 Barlow Moor Road
Chorlton-cum-Hardy
Manchester
M21 8AU

For professional and friendly advice contact the enthusiasts

Tel/Fax : 0161 881 3463 **Mob** : 0385 994940 **email** : asmaserati@aol.com

AutoItalia

www.auto-italia.co.uk

Britain's Only Italian Car Magazine

Whether it's a Fiat, Ferrari, Maserati or Moretti, Auto Italia covers them all. Comprehensive coverage of modern, classic and historic Italian cars and motorcycles is presented in one high quality publication.
Auto Italia is brought to you every month by a dedicated team of writers, photographers, engineers and enthusiasts who all own and drive Italian cars.

If you like Italian cars, you will love Auto Italia

Annual subscription rates: UK £45.00 or three issues for £9.95 via direct debit mandate. Europe £57. Rest of World £70.00 We have a large stock of back issues available from the address below. Alternatively we offer a fax back service or an on-line purchasing option via our website.



Fax Back service Tel 0906 5532311 (£1.00 per min)

Intermarque Publications Ltd. Winchester Court, 1 Forum Place, Hatfield, Hertfordshire, AL10 0RN Tel: 01707 273999 Fax 01707 269333

Abarth Alcan Alfa Romeo Allemano Arnolt Asa Ascari Autodelta Autobianchi Bandini Benelli Bernardi Bertone Bimota Bizzarrini Boano Boneschi Bugatti Cagiva Campana Cisitalia Cizeta Dallara De Sanctis De Tomaso Ducati Ellena Ermini Ferrari Fiat Fissore Giannini Ghia Gilera Intermeccanica Innocenti Iso Isotta Fraschini Itala Lamborghini Lambretta Lancia Laverda Maggiore Maserati Michelotti Minardi Monterosa Moretti Morini Moto Guzzi MV Nardi-Danese Osca Osella Pagani Pegaso Piaggio Pininfarina Scaglietti Scaglione Stanguellini Siata Steyr-Puch Stola Taraschi Touring Vignale Qvale Zagato Zender

Classic Malts Scottish Trial

6 - 12 May 2000 - A Journey to Talisker

A friend of ours, Bernard Starkmann, persuaded us to enter this Trial, neither of us having any experience what ever of this type of event before. He drove his Aston Martin DB4 whilst we ran our Vignale Spyder.

Documentation and scrutineering were carried out at Glenkinchie Distillery just south of Edinburgh, a lengthy drive from Guernsey. There was a Distillery tour and a lecture on Navigation and Regularity for those who had not taken part in Rallies before. Here we were very pleased to meet with John Bennett and Susan with their Alfa Romeo Giulia as well as Geoff and Jenny Dorey from Guernsey with their Alfa Giulia. They are preparing this car for the Inca Trail next year 25,000kms around South America!

From Glenkinchie to central Edinburgh where a Reception and Gala Dinner were held in the splendid new Scottish Museum. An interesting feature of the Rally was that 52 out of the 120 entrants were from overseas, mostly Continental but a Jaguar was shipped from Australia and a really splendid Rolls Royce Phantom VI from Capetown, other drivers came from Argentina, Canada, New Zealand and USA.

Saturday the Rally began, all cars flagged off by the Lord Provost of Edinburgh, the first at 6.00 on a cold drizzly morning, We needed two coats scarf and gloves to try and beat the cold. Being a comparatively young car, the oldest a 1928 Alvis, we had a start time of 7.41. A bare half mile from the start, in Charlotte Square we found Bernard fuming as a brake calliper had come loose; after repairs he managed to catch up later but lost a lot of points having missed tests and major controls.

Over the Forth Road Bridge to the first special test. A timed run on a farm track in and out of cones, a TR 2 took the course too enthusiastically and demolished the fence so that was the end of their Rally. We continued on to Knockhill circuit, cold and exposed once more, for a lap time consistency test, 4 laps as near as possible the same time. Following on was the first Regularity section through the Ochils and on to Scone Palace for more Tests on private estate roads. By then the sun shone and would continue to do so for the whole week. Two hundred miles on the clock we arrived in Aviemore, the first night stop, after a series of Regularity sections and driving tests at Lude House, Blair Castle, Rannoch School and Dalwhinney Distillery. Despite the fact that we had not been able to zero our Brantz 1 odometer and no effective stopwatch we did not do too badly, our main aim was to be finishers the following Saturday morning in Edinburgh.

Day two dawned bright and sunny we set off with more confidence, the Brantz zeroed correctly to find a kilted John Bennett stopped by the roadside but with on OK sign showing,(no assistance required) so pushed on to Cragganmore Distillery by way of the Abernethy forest. Here, through inexperience, we missed a main control which cost us 1000 penalty points. Leaving the Distillery, John and Susan appeared to be in more serious trouble with the rescue crew on hand to help; electrics at fault. Next to Glen Ord Distillery by way of Grantown on Spey and the Loch Ness Monster Regularity section.



Above: The Vignale leaving Blair Castle **Photo: Tom Coffield**

Below: Arriving at Cragganmore **Photo: Tom Coffield**



This was a series of hairpin bends which I was unable to round in one much to the disgust of an E type Jaguar behind. By the 6th. I had the hang of it and managed the remainder. Talking to a Dutchman later he said full revs and use of his hand brake got him round without trouble.
Another 200 mile day finished at the Little Ferry Kart Track, a very tight course to be completed in a standard time, good fun. The Phantom VI was driven in a stately and courteous manner both around the track and over the very narrow single-track roads.

Day three. Back to the Kart track from the various towns where competitors spent the night for a repeat performance of yesterdays run but in the opposite direction. A long drive over very narrow twisting roads with many blind crests which on approach you cannot tell if the road then goes straight or bends to right or left. The drive along Loch Naver to Altnahara was quite spectacular with the mountain and trees reflected in the water. On other sections there were carpets of primroses under the birch trees. Fuel stations were rather few and far between as we reached the Cape Wrath Hotel.

By the time we arrived at our night stop, Ullapool my arms were stiff and sore as the Vignale is a heavy car to steer through so many bends.

The organisation of the Rally was superb with plenty of helpful marshals and the recovery teams always around should anyone have problems. The mechanics were able to sort out a variety of problems and get cars going again regardless of age or variety.

Day 4. Ullapool to Talisker on Skye. The day started foggy, we had thirty miles to go to the start so allowed extra time to get there. The fog soon cleared, again on very narrow roads we came to the most spectacular section in brilliant sunshine. The Pass of the Cattle between Applecross and Loch Carron, reminiscent of Swiss Alpine passes, we sped down following an E type Jaguar and the only Ferrari entered who fielded the oncoming traffic, there were several rather surprised faces!
A series of tests at Plockton and then Skye airports before arriving at Talisker with regularity sections at intervals along the way. Eventually we arrived at Portree for two nights as the following day was a very welcome rest day.

There is no overall winner but standards, Gold, Silver and Bronze, Blue and Red Ribbon finishers. The car immediately following us was a Sunbeam Tiger driven by Jane Wignall, shortly behind her was Lotus Elan Sprint driven by John Blackley and navigated by Colin Francis. Both were eventual Gold medalists who were very generous in their help and advice to us. Difficult to follow but we did try!

Day 5. A day of entertainment laid on by our hosts at Talisker. Talks by experts on malt whiskies, the process of distilling, Nosing and tasting, a barrel making competition between teams, boat trip and helicopter flight. Excellent food laid on from the Talisker double-decker bus, this bus provided coffee and bacon butties etc. everyday at some point the route. It is a continental registered bus and is often seen at F1 events hired by Maclaren and Ferrari. In the evening a barbecue and Ceilidh, very energetic Scottish country dancing.



Above: The Vignale with Stack behind **Photo: Tom Coffield**

Below: The bridge at Scibercross **Photo: Tom Coffield**



Day 6. Talisker to Oban. A straight forward day after the excess of the previous night.
On regularity sections along the narrow roads, locals who are used to passing the time of day as they meet each other on the road see no reason not to finish their conversations at leisure which was rather frustrating. Others just stop goggle eyed in the middle of the road as the hundredth car rushes toward them at unaccustomed speed.

Day 7. Oban to Edinburgh. Two Hill climbs on the route today which were great fun. The first at Rest and Be Thankful the other on a Hydro electric private road at Kenknock. I had no hand brake at this stage but fortunately the driver behind in the queue to start did not mind moving the rocks that I used instead. Rest and be Thankful is very rough now but had a lot of enthusiastic spectators as it is close to the main road. At Kenknock others told us that the Vignale sounded like a proper car, we had recently had a new stainless exhaust system fitted, at scrutineering the official suggested that we should keep the revs down in built up areas.

We arrived back in Edinburgh to a great reception from the Sponsors, other competitors and a large number of spectators.

Our friends the Dorys rang to say that their clutch had failed and so had to give up about a hundred miles from Edinburgh. Geoff said that he would drive the car clutchless to Weymouth. Having had a broken piston welded between Peking and Paris on another rally, he would think clutchless driving was routine.

Just time to shower and change before going by bus to Edinburgh castle where the Sponsors, Classic Malts of Scotland, had arranged a special program. All the State rooms and Museums were open for us to visit, pipers wandered around playing their pipes. An excellent buffet supper with plenty of drinks was followed by a Tattoo specially laid on for us. Staging was set up for everyone to sit and watch. Just as it was getting dark the Pipes and Drums of the Argyle and Sutherland Highlanders followed by the Military band played for the best part of an hour. It was very atmospheric as mist was blowing in from the Forth shrouding the floodlight battlements above the parade ground from time to time .It was really spectacular, especially so for the Continental and other overseas competitors.

The final day to Hopetoun House for the farewell lunch and prize giving again a beautiful morning and a splendid sight to see all the cars lined up together for the first time. We were pleased at least to be finishers with no real mechanical problems thanks to Mike and John at Corley Motors. Much to our surprise we were awarded the Concours de Confort et d'Equipement. "This a separate event and not part of the main competition. Cars are judged at the Start, during the event and at the Finish for originality, level and appropriateness of equipment, crew apparel, attention to period detail and stylishness" I had wondered why at various times people had come to us and complimented us on the car, now we know what they were doing.

All in all a thoroughly enjoyable event, well organised and directed. This was the third Scottish Malts Rally, I have an idea that ours was the first Maserati that had been entered, the organisers would like to see others next year.

Pete Cumming July 2000



Above: Over the top at Applecross **Photo: Tom Coffield**

Below: The Finish at Hopetoun House **Photo: Pete Cumming**



Grand Prix De Monaco Historique

26 - 28 May 2000

Blue skies, warm sunshine, gently swaying palm trees and historic racing Maseratis screeching their tyres and trying to tear up Prince Rainier's tarmac was pure Monaco magic in May at the second running of the Grand Prix Historique, hosted by the Automobile Club de Monaco. Six races of ten lap duration were held for Grand Prix cars, pre 1934, '52, '61 and '66, Formula Junior (1558-'63) and pre 1959 drum braked Sports cars, with priority given to cars that had actually won or raced at Monaco before. No less than thirty Maseratis, including nine 250F's, and five OSCA's littered the entry list Keeping a watchful eye on proceedings as Directeur de Course was Le Mans legend, Jacky Ickx. So, how did they get on?

The story of the weekend had to be the pole position, fastest lap and victory for top lady driver, Claudia Huertgen in a Maserati 300S in the Sports Car race. She put in a smooth, confident and committed drive to fend off hard charging Frank Sytner in a Ferrari 250 TR, who dinked the front right corner whilst trying to lap a Porsche. Claudia took the chequered flag with eight seconds in hand from Sytner, with Flavien Marcais a well deserved third in a C Type Jaguar. Jeremy Agace was the second Maserati home, in 5th. The oldest car in the race was Cesare Radelli's 1947 A6 GCS. Sawing away behind the lorry size steering wheel of a Frazer Nash was seventy year old Sir Stirling Moss, resplendent in pale blue cotton overalls and lightweight "Herbert Johnson" helmet, for which he apparently has special dispensation from the FIA to wear, whilst most others sweltered in Nomex and well padded modern helmets. Mechanical problems sidelined him before half distance.

The race for pre-'61 Grand Prix cars started off with a cracking dice between Nigel Corner's 250F, which Fangio drove to victory in Monaco in 1957, and "Mighty Mouse", Martin Stretton, in a '55 Ferrari 555 Squalo, with Burkhard Von Schenk's 250F in third. At half distance, Corner's car cried enough, leaving Stretton out in front on his own, keeping the crowds amused by opposite locking through Casino Square. A liberal spraying of someones sump oil around the circuit saw several cars waltzing off the track before the red flags were shown on lap seven, three laps short of full distance. Joaquin Folch's and Murray Smith's 250F's were 6th and 8th surrounded by a gaggle of Connaughts and Cooper Bristols.

The pre '52 race was a gem. As the cars revved up on the grid, the Maserati CM's of Irvine Laidlaw, Barrie Baxter and William Binnie were 3rd, 4th and 5th behind the ERA's of John Ure and Barrie Williams. "Whizzo" stalled, letting the whole field stream by while Ure stormed off into the lead with Irvine Laidlaw's 6CM in chase. "Whizzo" carved his way through the field in a stirring drive which brought the crowds to their feet. He clawed all the way up to third behind Laidlaw and winner, Ure. Barrie Baxter was 5th. Martin Walford also put on a show in Dean Butler's magnificent, monstrous ex Grand Prix and Indianapolis 500 running 1938 8CTF. In spite of the armco, Walford was not intimidated by the 400 horsepower under his foot, and lit up the tyres several times through Casino. He finished a fine 7th in front of many more agile and nimble cars.

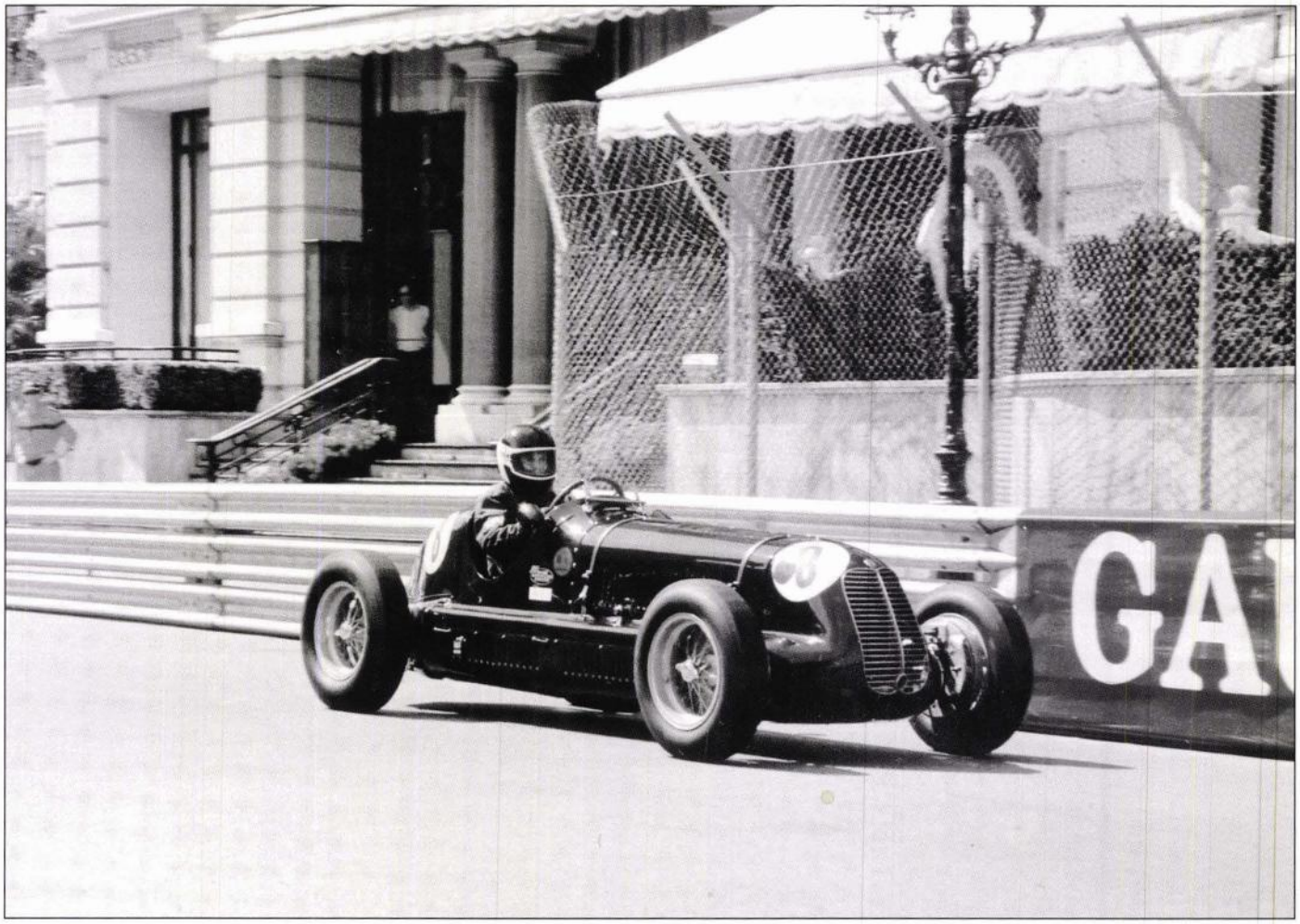
In the pre-'34 race, the sole Maserati in a Bugatti bonanza, was Chris Drake's 8C and he finished 10th. The Formula Junior race was inevitably dominated by the later rear engined cars but that did not deter many of the earlier front engined cars from entering, which included three OSCAs, the highest place finish going to Irvine Laidlaw in 15th. It was a wonderful weekend and everyone thankfully went home in one piece. The next Historique is planned for 2002.

Steve Havelock July 2000



Above: John May about to pass Altenbach's 4CM **Photo: Steve Havelock**

Below: Roger Lucas at Speed **Photo: Steve Havelock**



Goodwood Festival of Speed

23 - 25 June 2000

As you already know from the much publicised and unnecessarily ghoulish press and T.V coverage, this years three day Festival of Speed was marred by the tragic deaths of a driver and a marshal, and serious injuries to another marshal. Our sympathies go to all affected. After this terrible incident on the Saturday, which caused premature closure of the hill, competitors were advised to "back off" on the Sunday. However, another potentially life threatening situation arose when Birdcage Maserati driver, Tony Smith, lost control at very high speed on the approach to the tight left hand turn at Molecomb, locked up and hit the straw bales around a marshals station head on. Thankfully, no one was seriously hurt but the car was badly damaged and the Marshal's enclosure was penetrated.

Although many of the drivers say that they need the adrenalin rush of competition and want to keep the timed runs, the public pay no attention to the results. They would much rather watch Johnny Herbert lighting up the rear tyres doing doughnuts than know that he went through the speed trap at the top of the hill, where no one can see him, at 140 m.p.h. Maserati 8CTF driver, Martin Walford shares this view. Normally a highly competitive driver, but at Goodwood, he preferred to put on a show for the crowd. As the weekend went on, both commentators and public waited with anticipation for Martin's startline antics. With 400 horses on tap from a twin supercharged straight eight, and none too grippy rubber, a deliberately heavy boot sent billows of smoke into the air. Not fast but very spectacular. Martin said that when racing, you can't drive like that, so it was fun for him as well.

Two rare 250F's also took to the hill. Egon Hofer's ex Bira and Schell 1955 Streamliner was built for the very high speed circuits like Monza and Barrie Baxter's 1959 Technica Meccanica was supposedly the ultimate development of the 250F, but, like the Scarab, was too little, too late. Racing car design had entered a new dawn.

Lurking under the tented paddock, from the Rosso Bianco Collection was the Maserati 450S Costin Zagato hastily built for the 1957 Le Mans. Stirling Moss hated the thing, saying it was cramped, unbearably hot, dreadful visibility and because of lack of time, not built in accordance with Costin's design. The car failed in the race, almost to Stirling's relief and he never drove it again.

There will no doubt be changes next year. Not only from the safety aspect, but also with regard to the public. The people came to see the historic cars and stars and hence crushed into the paddocks and the front of House. The huge infield area was thinly populated as it resembled a modern motor show. In my humble opinion, with a hundred thousand people now attending, the historics should be spread about more, giving drivers and the public more breathing space, or the event will become a victim of its own success - and that would be a crying shame.

Steve Havelock July 2000



Above: The 250F Streamliner of Egon Hofer. **Photo: Steve Havelock**

Below: Barry Baxter in his Tec Mec. **Photo: Steve Havelock**



Maserati Classic International

Sweden - 29 June - 2 July 2000

The International Rally 2000 was organised by Svenska Maserati Klubben from June 29th to July 2nd. The Swedish Club based the Rally at Lund, which lies about 20Km north east of Malmö, in the province of Skåne in Southern Sweden. Lund is situated about 45Km south east of Helsingborg, which was the Rally base chosen by the Club when it organised the International Rally in 1992. (Report Trident No. 57).

In the meantime, getting to Sweden has become no easier. A very impressive new bridge has been built across the Öresund, linking Sweden and Denmark for the first time. The bridge was formally opened by the respective Royal Families on Saturday July 1st. Perversely, the transport authorities had stopped the ferry from Copenhagen to Malmö before the bridge was open, so that all traffic, including rally participants travelling via Denmark on Thursday afternoon were obliged to use the short ferry between Helsingør and Helsingborg.

We used the Harwich - Hamburg night service (21 hours) and then the Puttgarden - Rødbyhavn short ferry (45 minutes) to Denmark, quickly crossing the country on Thursday afternoon only to have to wait 1[1]/2 hours at Helsingør to cross to Sweden. Smokers presumably enjoyed a Hamlet cigar. Therefore, together with around twenty other cars we arrived a little late at the Provobis Star Hotel for Dinner. The Hotel was a typical business hotel, set in a business park a small distance from Lund, in a rather flat part of the country, but handy for the motorway. The weather had been very mixed in the afternoon and evening and the forecast was not encouraging.

There was a large car park, with room enough for the excellent entry of some 75 to 80 cars. The usual analysis of the cars by model showed 50 Classic cars, 25 turbocharged cars and 2 Barchetta. As usual, these are approximate figures, as people did not always arrive in the car listed, some participants did not have a car listed at all and some had more than one car.

Classic cars:-	
3500 GT	3
Vignale Spyder	2
Sebring	2
Mistral Coupe	2
Mistral Spyder	1
Mexico	7
Ghibli Coupe	8
Ghibli Spyder	2
Quattroporte I	2
Indy	7
Bora	4
Khamsin	5*
Merak	1
Kyalami	1
Quattroporte III	3
Turbocharged cars:-	25
Barchetta	2

* One Khamsin was entered by the Editor of the German Trident, but in fact it turned out to be a Lamborghini - what a liberty!

The breakdown of entries listed by country was as follows:

The Netherlands	23
Germany	18
Sweden	16
Great Britain	10
Switzerland	6
Italy	4
Belgium	1
Monaco*	1
USA	1

*The airborne division driving Lennart Lindén's Mexico!

There were no cars from the French or Austrian Clubs this year.

The British entry consisted of:

Peter Bateman and Arthur Kelly
Indy 4.2

Stafford Buck and Bill Jackson *Ghibli Spyder*
Henny Cate and Peter Cate *Indy 4.7*
Vera Cooper and Chris Relph/ Fiona Whatley* *Biturbo Spyder*
Brian and Sally Cunningham *Khamsin*
John and Jane Duggleby *Biturbo Spyder*
Conrad Flower and Jill Cope *Quattroporte IV*
Alex Fyshe *Ghibli SS*
John Jackson and Alex Jackson *3500 GT*
Leon and Louise Sadler *Quattroporte I*

* Chris Relph and Fiona Whatley flew out in their Lysander to join Vera.

The cars were divided into two groups for Friday's activity, which took place at the Knutstorpring, the same circuit used by the Swedish Club in 1992. On that occasion Gigi Villoresi was with us and the sun shone on the twisty 2.2Km circuit. This year, the weather was terrible all day with continuous rain.

The first group was supposed to leave at 8.30 for the circuit, directions from Lund were provided by a route card. The plan was to divide each group into three subdivisions; drivers could choose to drive at normal road speed, fast or hooligan, so that there would not be huge speed differentials. Cars were fitted with transponders for timing purposes and small white numbers carried on a window on the right side of the cars for the timekeepers.

There was sufficient time for familiarisation practice laps and then Staffan Wohrne, the Swedish President, would display the yellow flag from the pit lane wall to indicate that timing would commence. The objective was to complete the next three laps in as nearly as possible identical times. The yellow flag was then withdrawn to indicate that the exercise was completed and drivers could then have a blast with free laps for as long as they wished until the session was over. This was indicated by a red flag from the pit lane, each subdivision having about twenty five minutes total track time. The cars returned to the pit area to give their transponders to the cars in the next subdivision and the process was repeated for all group 1 in the morning. The rain continued heavily, but by now group 2 had arrived and there was a general free for all practice after group 1 had finished before lunch.

We were in group 2, subdivision hooligan (much safer!) and we were not due out until the afternoon. Pete therefore availed himself of some track time. Since Indy is not converted for unleaded, the "fuel strategy" was to run on 95^{R} on unleaded with Castrol Phosphorus addictive with octane booster for road travel, but we had leaded (at over £1 a litre!) in the offside tank, as it is a clockwise circuit. We had an extra 20 litres of leaded reserve in a jerrycan. All this was a complete joke in the conditions as any excess throttle in second gear resulted in wheelspin or the rear end breaking away. Most people used 3rd and 4th gear at relatively low revs in order to maintain reasonably predictable forward progress.

Pete competes in the Touring Car supporting race series for Lotus Elise Sport, the Autobytel Lotus Championship. The cars weigh 700Kg including driver, have 190 bhp, serious Yokohama and central driving position. Indy, 1600 Kg, plus loads of stuff on board was a slightly less wieldy machine, but predictable compared with the mid-engined Lotus. I have sold my Bora! Pete "explored" the track, doing about 15 laps, including a spin, before I suggested by signals that it might be an idea to come in before the fuel ran out. Peter Bateman still has his Bora, but had come in the Indy; he too put in many laps and spun at the hairpin at the top of the hill, with no ill effects. He was not alone. Stafford Buck lost the Ghibli on the left hand, uphill section visible from the paddock. He ploughed round in the mud, giving a fair impression of a Leicestershire muck spreader, before regaining the tarmac. Leon Sadler, with the ex-John Bennett Quattroporte was out for many laps driving with polaroid sunglasses in the total gloom, claiming he

could see better. This did not prevent an excursion at the end of the straight, but Leon reckoned it was safer in the wet as "you would be going more slowly and could pick your spot in the gravel"!

Meanwhile, there were two full house Ghibli Cup race cars circulating almost continuously, the red Krieger/ Valkenburg car (which came on a trailer) being the faster. They were entertaining to watch, but a pain if one was on the circuit with them as they closed on the classic road cars with an alarming speed differential. I was pleased to see the blue car go straight on at the uphill left hander, without damage, when I left the door open for him to pass on the wrong line!

A buffet lunch was provided at the circuit, but as there was still no respite from the rain, everyone crowded into the small facility, which is permanently at the track overlooking the pits. It did not help the organisers that the caterers arrived late, but Maserati folk are flexible and lunch was managed.

We were in the afternoon session and Staffan Wohrne again stood heroically on the pit wall with his flags. John Jackson had steam coming from under his front wing and it turned out that a small rubber gasket by the inlet manifold had become displaced, allowing coolant to escape. This gasket cannot be put back in place without lifting the head, so that, unfortunately, was the end of the rally for the 3500 GT. The car was repatriated by relay transporters via Esbjerg. Vera Cooper was out accompanied by Chris Relph. Chris advised Vera not to bother with the rear mirror, to Vera's considerable concern. Obviously you don't bother with rear view mirrors in aircraft, at least in peace time!

Frits Harms also put in many laps in his recently acquired Khamsin, going very well until he lost it and was unlucky enough to damage the left rear quarter and light cluster, although the car was driveable. I went out to do our laps and notwithstanding a tutorial from Pete talking me round the circuit, ("Turn in earlier at this one Dad, there's more grip on that black bit"! etc.) I felt it was pretty hairy with our rather thin rear tyres and it was a miracle that there were not more accidents. I missed apices and had slides even going quite slowly for the timed laps and then had a couple of quicker laps before the little man who sits on my shoulder on these occasions suggested we pack it in if we were going to drive Indy home.

The Swedish Club was desperately unlucky with the weather and it was perhaps a blessing that a number of people decided not to come to the circuit at all. Of those that did, most went out, but some opted just to spectate. It was a shame also for the Barchetta pilots and really impossible for them, especially Julien Appels whose car was on slicks! Pete was disappointed as Julian had promised him a ride.

We returned to Lund via a petrol station, which also had a small shop. The ten inch paper roll that I carry had become quite soaked and I saw a four pack of paper rolls in the shop. The young lady at the till spoke perfect English as usual, but the paper rolls were called Munksjö Dubbel Köks. I can speak a little Dutch and I have heard of the double variety, but this was impossible!

After wringing ourselves out and changing we were taken on a short coach tour through the delightful Skåne countryside with a commentary from a guide. Still the rain persisted and we could not see the sights to best advantage. Dinner was served in two rooms in a very pleasant "Inn" at Ostarp. We sat at tables of eight and enjoyed an informal meal. The lamb with minted jelly was superb and as this was a buffet we went up for seconds! We also sampled some 100 octane spirits including the local Skåne Akvavit, which you felt going down all the way. Finally, the coaches picked us up again and

returned us to the hotel. Two spyders were parked under the hotel canopy in an effort to dry them out - the Vignale of Marcello Grigorov and the Mistral of Franco Tralli; but right in front of the door was the Lamborghini! do these things leak or has Walter no shame?

The Programme for Saturday morning was taken up with the road rally and in the afternoon there would be a cavalcade through Lund. The rain had stopped at last, although it was dull and the cars in group 1 were to start at 8.30 with group 2 following at 9.00.

We were given a route card , which had eleven instructions, depicting road signs from the start to the finish. There was no start time given, no special tests, no clues to be found or average speed requirement. We were provided with a tourist map of Skåne and were free to take our route to the finish; the advised route was not obligatory. The competitive element (there is a cup for the winner and the road rally counts in final overall classification!) consisted of a 20 question multiple choice general motoring Quiz, which we did en route. It might just as well have been done sitting at the hotel bar. However, the countryside was attractive and the finish was at Kristinehof, a picturesque ecclesiastical establishment, but we were only able to look from the outside, briefly parked in a rather muddy field before driving the short distance to lunch at Kronovall Castle.

This is a stately home, the original portion started in 1892. The owner fired the first architect and then with further professional advice various bits were added. The building is now owned by Åkesson, the maker of Swedish sparkling wines. All the cars were parked in front of Kronovall and they made a splendid sight, although the sun failed to shine. We were split into two groups again and while one group had a short lecture on the history of the castle in the entrance hall, the other group had a rather more interesting visit to the winery close by. Obviously, the climate does not encourage the Pinot Noir and Chardonnay grapes, so Åkesson is now obliged to buy in grapes and concentrates. The production was described as "nearly Méthode Champenoise" and Maseratisti sampled the result freely with approval. The winery staff said that they hated washing up so we could take the glasses, bearing the name and crest with us if we wished. Arthur Kelly quickly had four in each hand and the Hoeksma sisters from Holland were seen loading Swedish glass into the Biturbo boot, but they kindly posed for the photographer! The Groups changed over and then there was a mass photograph of all Rally participants on the steps of Kronovall, Bengt Dieden struggling to get us all in with his ultra wide angle lens. The castle made a great setting for the Concours with lawns and a lake with water lilies, but the one thing missing was the sun, which was a shame as it was a splendid location for photography.

After a buffet lunch in various rooms on the ground floor of the castle, we made our way back to the hotel outside Lund for the parade, which was to take place at 14.30. This was delayed as there appeared to be problems with anti-Maserati ramps and someone said the police were not entirely enthusiastic. Lund is an ancient city and several centuries before the Reformation it was the leading religious centre in northern Europe, controlling a huge area. Subsequently its power declined, but the University is also very long established and now boasts many faculties. The city has 65,000 inhabitants, but there are also up to 35,000 students. The Cathedral and University buildings are well worth a look and the parade would give an opportunity to see them. What the inhabitants thought of Maserati could be something else.

I was lucky as I was the first to be told "Gentlemen start your engines" and I quickly fastened the Indy to the rear bumper of the lead Ghibli spyder with

the proverbial short piece of elastic. Immediately behind were the Barchettas. After some enthusiastic use of the airhorn to alert the others, the Ghibli shot off and after five minutes and three traffic lights all but the six of us still in contact were lost! We saw little of the city and were back very quickly. Meanwhile there were Maserati coming and going in all directions, parking in forbidden areas and generally causing mayhem including confusion in a wedding party. Many people were unhappy about this chaotic parade and there were some interesting tales! However, some saw the funny side of it and the best account was written by my old friend Igor Zanisi for the Registro. It sounded good reportage when he spoke to me on the telephone and I asked him if he would translate it for me. Igor asked me to correct his text, but the family thought it was superb as it stood and I have to agree that I should not alter a word! Here follows Igor's account:-

THE TRUE STORY OF LUND'S CATHEDRAL

The legend says that some hundreds of years ago the giant FINN tried to collapse the Cathedral in Lund and for this reason was converted in stone while nestling one of the columns in the underground. When we went to Sweden for the Maserati Classic International 2000 we saw personally the column and the "stoned" giant.

The program included a "car parade in the town", and the instructions were: "follow the first car". After three traffic lights we were all lost, Swedishes included, and the Italia-Ticino group (five cars) drifted between pedestrian areas and one-ways (wrong ways, naturally), meeting here and there from all directions the other 75 cars. Finally a miracle vision: the Cathedral. We needed to stop with the purpose to think, so we decided to enter for a moment the very forbidden internal parking, but for one of those casual and unique combinations, all the cars converged there from all directions and the drivers followed us they thought this had to be part of the program. Total chaos. Not really bad, but unfortunately in a few minutes a very elegant wedding was scheduled (the scruffiest wore a tight). I took a look from the main door: the groom and the bride were before the altar, but I felt a strange abashed silence. I could not see the Parson and thought he was hidden behind the alter. But nothing was happening. After half an hour, at the second look, there was more animation. We discovered little later that the Parson did not arrive because he did not find a parking (!) and the groom and the bride, following an ancient and questionable Viking tradition, married by themselves. This to help the next (immediately following) wedding, stranger again, as it was regularly celebrated (meanwhile the Parson, desperate, arrived by bus after parking maybe in Denmark) but with only five or six guests. Yes, you have already understood: the guests were 200 but did not find a parking. We (Italia-Ticino group) all kissed the beautiful bride with passion and, as we were tired and not very well dressed, her relatives thought we had to have been invited by the groom's family ... At that point all the other cars had gone, the drivers worried about tickets by police. Who remained? The usual Italia-Ticino group, that agreed with two astonished policemen a 45 minutes stop (then become 2 hours). Therefore we could walk quietly visiting the town and the Cathedral.

At the end we decided to leave, but one of us striked by mistake one of the columns of the Cathedral, almost succeeding in what FINN didn't in hundreds of years.

Then everything was good, except the fact that at the Swiss border a separate customs clearance was applied for the Maserati and a "stoned" driver. A big value was attributed to the car, while a symbolic value of four CHF was given to the driver, catalogued as a "sample without value".

Igor Zanisi July 2000

Soon we prepared for the Prizegiving, which had to take place early in the evening as the subsequent Gala Dinner would occupy two rooms and therefore speeches and presentations would be made beforehand. Having changed, we all assembled in a conference facility, part of the hotel and more like a sizeable theatre, where Staffan Wohrne announced the prizewinners.

The Villoresi cup, presented for the first time last year at Goodwood by relatives of Luigi Villoresi and given for the circuit activity was won by the Krieger/ Valkenburg racing Ghibli, which was by far the fastest and most entertaining car for spectators. The Frua trophy for the Concours, also first presented last year by family of Pietro Frua was taken by Franco Tralli with his Mistral spyder. The cup for the road rally, which too was instituted last year and given by Bill McGrath was won by Claudio and Roberto Mosconi as they scored 95% in the multiple choice Quiz! These three trophies are now competed for each year.

The rest of the Prizegiving was bizarre, awards being given for somewhat eccentric reasons. The first participant to send in an entry, the President of the Club sending most cars and the President of the Club which entered the second biggest entry all received cups. If Leon Sadler had told the organisers that he had suffered a puncture near Helsingør, I'm sure he would have won a trophy. However, the only British winner was Jane Duggleby for her outfit on the rally section. This was topped off by a multicoloured cap, with radial segments of primary colours of the sort that your Physics master spun at high speed to demonstrate the components of white light - or something of the sort! Well done Jane - are you taking orders now?

It is regrettable that the Peter Martin Trophy for the overall winner was not presented. This cup, given for the highest combined score on track, road rally and Concours has been in continuous circulation since 1978. John Jackson won it last year at Goodwood and he duly returned it for the International 2000. Perhaps it was felt that the Rally had not been sufficiently competitive; I do not know. However, I do know that there have been gaps before and that I had to kick some backsides early in the nineties to get organisers to decide on a winner and I had to get the cup engraved with those names. Perhaps the Swedish will decide, but the cup was not on the table and it seems now to be in the hands of the Deutscher Maserati Club, who will organise the next International.

There followed the presentations by the Presidents to the home Club and then Staffan Wohrne announced that all participants were to receive a gift from the Swedish Club in the form of a lithograph. This was by a local artist, Bengt Böckman, who has exhibited his work worldwide. The lithograph depicted the outer oval of the modern Maserati logo and in what would be the "blue" lower section is a Monoposto racing through the countryside. while the upper "red" area is made up of the towers of Lund Cathedral, forming the Trident. The work is a limited edition and a clever, imaginative piece uniquely commemorating Maserati 2000.

Following the Prizegiving we were taken by buses to the Town Hall , University area and saw the Cathedral at last! First we had a very pleasant glass or two of sparkler, with some delicious canapes, outside the University buildings by a central fountain in the square as the weather was relatively benign. The Gala Dinner was organised to a seating plan and we sat at circular tables of ten. Each table was named after a Maserati model and we were on the 3500 GT table, which was odd as all ten of us were driving V8s. Hopefully, our inlet gaskets would not let go during the evening.

Peter Bateman was well impressed with venison, which he sampled at the 1992 Helsingborg Rally and months before

the 2000 event he told me that he hoped that it would appear on the menu again. Peter was not disappointed and Filet of Roe Deer was the main course of a splendid meal with a variety of wines. There was no music, so we did not have to shout at each other and people could circulate between the rooms, some sneaking out for a quiet cigarette! Towards the end of the evening what appeared to be about half a dozen chefs (i.e. with proper hats and aprons) came in bearing various edible goodies. They stationed themselves in separate corners of the rooms and sang very professionally in incomprehensible Swedish of course, some folk songs (I think!). Finally, all the chefs gathered in one group of fifteen with a conductor and sang in close harmony. This was really rather special and the chefs, who were of course students, were accorded huge applause. Following this most original, imaginative and specifically Swedish Special, we relaxed with coffee and petits fours before being taken back to the hotel.

Sunday morning dawned sunny and blue, which seemed totally unfair! The Rally Programme was completed and after breakfast people bade their friends goodbye and started for home. This enabled those returning on the evening boat from Esbjerg to Harwich to drive over the new bridge and easily reach the ferry. Many Dutch and German cars also used the bridge and then across Denmark.

We were booked on the Trelleborg - Travemunde night ferry, so we had a day to look round Skåne in lovely weather. In the evening we navigated to a point on the coast to the south of the bridge and got some photographs, with the long focus lens intended for use at the circuit and then headed for Trelleborg. Arriving at Travemunde, after a millpond crossing at a little after 8.00, we got stuck in via Hamburg, skirting the Ruhr with intermittent Stau and then Antwerp; after food and fuel stops we made the 4.30 P & O ferry from Calais to Dover, which was 540 miles. A dash and splash to brim the tanks at the BP on A16 westbound near Dunkirk helped to prevent Chancellor Brown collecting some of his outrageous duty. Following an early meal on the boat we drove up to the Cotswolds to drop Pete off and I was home around 11.00.

Indy performed well; somehow we covered 1800 miles, in spite of using the long ferry outward. This was achieved at the usual 18 mpg, notwithstanding the lead-footed co-driver occupying the driving seat for a good long blast on the circuit. Not everyone had a trouble free run home. Apart from the problems John Jackson suffered, the Italian/Ticino Swiss contingent had difficulties. Igor Zanisi had a stone hit the Ghibli windscreen ("a present from Denmark", he said) as well as a puncture, luckily detected at a fuel stop. Franco Tralli had problems with the fuel system of the Mistral (not uncommon), Marcello Grigorov had ominous noises coming from the gearbox of the Vignale spyder and Luigi Pasquali had an alternator failure. The funniest and least damaging, except to pride and the environment happened on the way to the Rally, when Michael Boertien managed to dump 12 litres of diesel into the tank of the 3500 before realising what he was doing. Fortunately, he has service crews to fuel his commercial aircraft!

After talking to other participants, I have to conclude that the Maserati 2000 International Rally at Lund somehow failed to repeat the great success of the 1992 Rally, held at Helsingborg. Of course, nobody can control the weather and here the Swedish Club was very unlucky, especially as the days either side of the Rally were fine. However, the road rally was disappointing and the fact that there was nothing scheduled for the Sunday morning was a wasted opportunity; for some it was a long way to come for two days. Nevertheless, the Swedish Club had a difficult job in the circumstances and we thank Staffan Wohrne, Staffan Enhörning and Bengt Dieden and their helpers for an enjoyable event, getting together so many European Maserati enthusiasts.

The German Maserati is organising the 2001 International. It will be based in Berlin and it will take place on exactly the same week-end at the end of June.

Henny Cate July 2000



Above: Helsingor - from symbolism to the sublime **Photo: Stafford Buck**

Below: Hopetoun House and the finish of the Classic Malts **Photo: Pete Cumming**





Above: Claudia Huertgen 300S - winner S/Car Race - Monaco **Photo: Steve Havelock**

Below: Irvine Laidlaw 6CM - 2nd Pre-52 Race - Monaco **Photo: Steve Havelock**

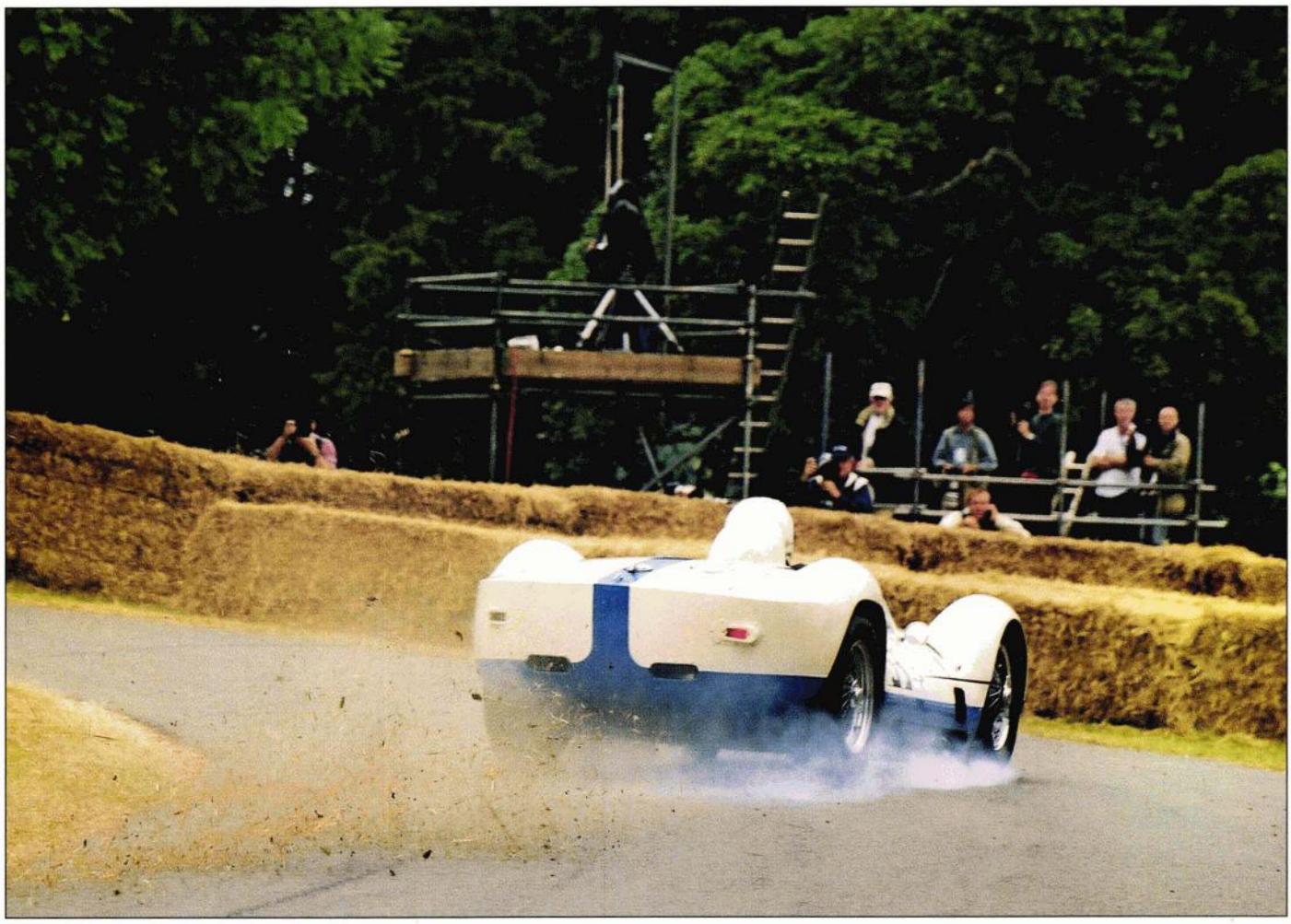




Above: Martin Welford in Dean Butler's 8CTF at Monaco **Photo: Steve Havelock**

Below: Barrie Baxter in his 4CM at Monaco **Photo: Steve Havelock**





Above: Tony Smith Type 61 - shunt at Goodwood Festival **Photo: Steve Havelock**

Below: The Costin Zagato 450S Maserati at Goodwood **Photo: Steve Havelock**





Above: The Jackson 3500GT crossing Denmark - Swedish Rally **Photo: Alex Jackson**

Below: Fuelling Maseratis bound for the Swedish International **Photo: Alex Jackson**





Above: Leon - 'Windswept and Interesting' - "Club Taxi" Sweden **Photo: Louise Sadler**

Below: The rain soaked pits - Swedish International **Photo: Alex Jackson**





Above: Kronovall - Henny recording Khamsin T-bar roof **Photo: Pete Cate**

Below: Swedish Plates - the Linden Collection **Photo: Henny Cate**





Above: Kronovall - the Hoeksma sisters collecting Äkesson glasses **Photos: Henny Cate**

Below: Swedish Club - former president Lennert Linden with Sigbritt on left and organisers Inga and Staffan Enhörning on the right





Above: Gala Dinner - massed choir of Swedish 'Chefs' **Photo: Henny Cate**

Below: Gala Dinner - Anglo-Dutch Table **Photo: Henny Cate**





Above: Peter Neumark's 250F - 2527 at Coys Silverstone **Photo: Dave Smith**

Below: Alan Minshaw Type 61 beating Stuart Graham Lister **Photo: Dave Smith**





Above: The Maserati Club display - Coys Silverstone **Photo: Dave Smith**

Below: Sir in the Pit Lane after F1 parade - Coys **Photo: Henny Cate**





Above & Below: The fabulous ex-factory Panini Allemano bodied 5000GT Maserati **Photo: Steve Havelock**



Maserati 5000GT

The Aristocrat

They say 'a Ferrari is for new money, but a Maserati is for old money'. Never was this statement more relevant than in the case of the 5000GT. That through the breeding and aristocracy of its owners it has remained aloof from the world for over forty years has led to so much speculation and inaccuracy over the history of these few machines that many do not even believe their existence. Their status has now been further elevated to that of legend.

Over a five-year period from 1959, just 34 examples of this majestic automobile were created, most of which have subsequently led turbulent yet significant lives, clothed as they were by no less than eight different designers and bought by Royalty and industry magnates.

Common discourse on the subject of the five-litres concentrates on the myriad anomalies in marque histories and sets out to prove, like a detective novel, the true story. None have yet succeeded and now the model is in danger of becoming extinct through lack of true knowledge, ever to be known as the car with the complicated history instead of what its creators intended - the ultimate GT car.

The protagonists in the tale of the 5000GT were a redundant racing engine and a certain potentate. Enter the Shah of Persia, frequent visitor to Modena in the late fifties and keen to add a Maserati to his burgeoning car collection. The 3500GT was Maserati's new and highly acclaimed production model but to be fit for a King, it had to be something special.

Plundering the engine from the recently retired 450S sports racer and marrying it to a suitably modified 3500GT oval tube chassis would set the scene for this special royal automobile.

Of course, it wasn't that easy. Fitting a full race 4.5 litre V8 which developed 400 bhp at 7,200 rpm into a road going GT car sounds better on paper than it would have been in practice, so in order to calm the wild animal, its bore was increased to give a full five litres combined with a softer compression ratio and valve timing - the number of the beast had just become 5000.

The result was 350 bhp at a more pedestrian 5,800 rpm, yet the engine still retained the signatures of a racer such as gear drives to the four overhead camshafts, twin plug ignition and enormous Weber carburettors. The remainder of the running gear was mostly of 3500GT origin which meant ZF four speed gearbox, double wishbone front suspension and a live Salisbury rear axle while brakes were provided by Girling, discs to the fore and drums aft. The first of many visits to the designers now beckoned.

For this first example, initially Bertone was approached and even submitted proposals to the Shah, however it was Touring of Milan who were finally commissioned to build the car. The result was outrageous, mirroring the exotic nature of the engineering yet the design itself was far from pretty.

As the finished car made its way to Iran, a second, also similarly bodied by Touring, was exhibited by Maserati at the 1959 Turin Show. A series was anticipated and sure enough, a third example was soon commissioned.

Bodied by the little known firm of Monterosa in a more traditional style than the 'Persia' cars (as the first two are known), it also differed in one other important aspect.

Chief engineer Alfieri carried out a more in depth redesign of his original V8 in order to further homogenise it for road use. The 5000 name was still justified but arrived at by a completely different bore and stroke measurement. Gone also were the gear drives (replaced by chains) and also those gulping Webers, replaced by Lucas mechanical fuel injection. The twin plug ignition however, remained and in this final guise the engine produced 325 bhp. Still plenty of power with which to frighten journalists.

One of the most amazing pieces of 5000GT legend is an article written by Hans Tanner in 1960, concerning a ride in a new 5000GT being driven by Guerino Bertocchi - the Maserati factory test driver.

As they thundered down the Modena - Bologna autostrada like a tornado down a welsh valley, Tanner was able to calculate that they achieved a flying kilometre at an average of 172 mph. In fact the whole 28 kms trip took a mere 6 minutes 50 seconds.

While Ferrari was joking that what you bought was the engine and the rest was thrown in for free, Maserati were providing a complete package. All of the cars had a fully appointed leather interior. Some even had air conditioning and one actually featured a record player in the dashboard. More importantly though, each car was an individual.

Following the first Monterosa car, there were, in chassis number order (though in true Maserati tradition, not necessarily the order in which they may have been built!), a sole example by Pininfarina for Giovanni Agnelli of Fiat, a third and last car by Touring, a second Monterosa, a car known as the Indianapolis by Allemano, a Michelotti design built for Briggs Cunningham and a Ghia design built for Signor Innocenti of Lambretta fame.

The significance of the Allemano car became clear when Serafino Allemano was then entrusted as series coachbulder for the 5000GT. In all 22 examples were bodied by this Turin coachbuilder and followed his ethic of restrained elegance (though only the first was known as Indianapolis). Even in this series, no two were exactly the same. They differed not only in body detail but also mechanically, as the development of the 5000GT chassis kept pace with that of it's more mundane cousin, the 3500GT. Disc brakes at the rear were offered, together with a five speed gearbox and wheel/tyre combinations could be changed from the early 16 inch Borrani wires or disc wheels to the later 15 inch wires.

During the reign of Allemano however, a commission was received by Pietro Frua from another noble source - Karim Aga Khan. Frua built two cars on the 5000GT chassis, both for the Aga Khan, both similar in appearance, one of which had a deer skin interior and the other the aforementioned record player.

Frua also built a third 5000GT in 1966, some years after the production run ended. By then, there were no more 5.0



Above & Below: Rear detailing on the Panini 5000GT Allemano

Photos: Phil Ward



litre engines available and this swansong car was fitted with a standard 4.7 litre motor.

As I write, the first Frua car, having been offered for sale by Brooks Auctioneers at their Monaco sale, in a derelict condition yet showing only 12,700 kms on its odometer. It had been impounded and stored for years by the Egyptian government. The story of how it arrived in Egypt is another part of five-litre lore. It is currently being restored in Modena.

If you have been counting, then you will realise that we are left with one other coachbuilder - Bertone. And herein lies another tale. Popular misconception suggests that a single Bertone bodied 5000GT was built on chassis AM103 - for 5000GT and as with all cars an even number -062, yet the car you see before you which was part of the factory collection (now residing at Panini) carries that number and is undoubtedly by Allemano. This car has never had its body changed or its chassis number removed, so does the Bertone car exist at all? Well, yes it does (or at least did!). Originally green in colour, it was presented at the 1961 Turin Show, used by the factory as a development car, but not sold. In 1965 it was exhibited at the factory Museum. Later, in 1967, it was renumbered 104.004, fitted with a 4.2 version of the V8 engine, aesthetically modified, repainted silver metallic, exhibited at the Valencia Motor show and sold to a Spanish customer. No wonder that some of the marque histories call this car a Mexico prototype. Its original chassis number. however, is still a mystery.

These are just two abridged stories that demonstrate the undeniable anecdotal addiction of the 5000GT. But how could so many errors occur? Maserati had a fairly cavalier attitude towards numbering their cars throughout this period and also recording this information. Some of the myths have therefore been perpetuated by inaccurate and incomplete factory records. Others are due to the discreet nature of the clientele and the global market that this car attracted. 5000GTs have been found everywhere from Japan to Venezuela which means that their histories have been difficult to follow.

Whichever it may be, the real relevance of the 5000GT was that it was one of Maserati's last contacts with the old world of racing and bespoke coachbuilding and yet paved the way to their future as development of the V8 engine that this model inspired was but a short step away from the engine used in the Quattroporte series one (with a design by Frua that was certainly inspired by his work on the Aga Khan cars). In this final incarnation, it was also the engine that went on to power the mainstay of Maseratis road cars throughout the sixties, seventies and even into the eighties.

What is completely forgotten however, is the title the car achieved when new; 'The fastest car in the world'. As the man in the toll booth on the Modena Autostrada said; "Not too fast now, Signor Bertocchi!".

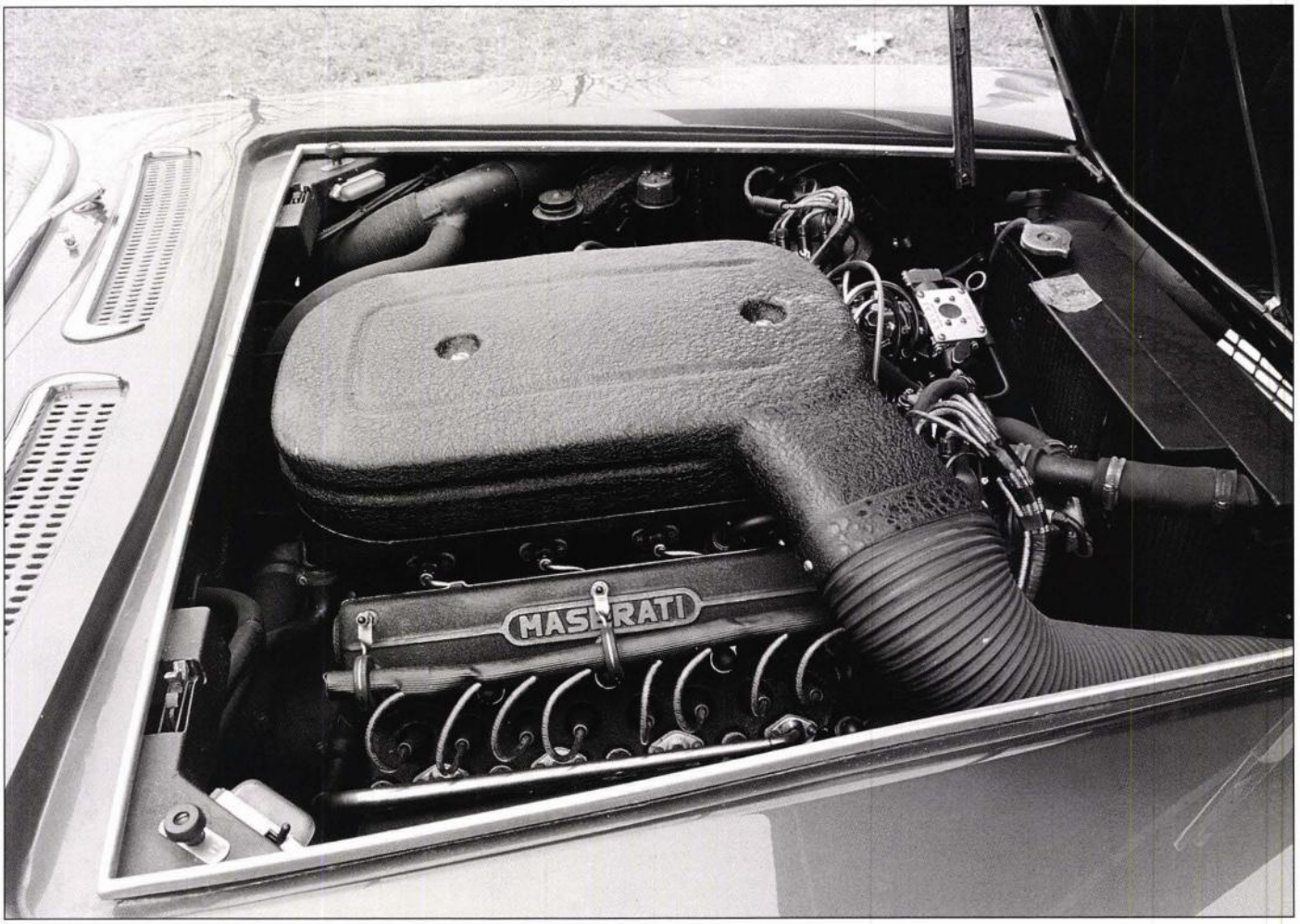
Andy Heywood

(My thanks to Adolfo Orsi for his help in compiling this article).



Above & Below: Engine bay and interior of the Panini Allemano

Photos: Phil Ward



Auto Italia Festival 2000

8 - 9 July 2000 - A few tips on how to enjoy Brooklands

Charged as I had been with the challenge to 'sell, sell, sell,' by the conveniently France-bound regalia officer and left with the entire contents of the regalia section to transport to Brooklands and thence to Coys, I gloomily realised that my initial plan of not getting involved and just enjoying this event was already fading. Co-incidently (or perhaps not) Roger had also left me the keys to his Ghibli Cup, which I had now loaded to its plimsoll line with ephemera.

Having exceeded even my most optimistic estimate of arrival time on Saturday morning, I found myself not only the first Maserati but pretty much the first car to arrive at Brooklands and still determined not to get embroiled as first one Spyder arrived, soon followed by another, I left them to weave their web.

Weather poor, circuit damp and rubberised by all the tyres. Stands? Yes, quite a few, still setting up in most cases. No doubt paying extra attention to weather protection due to the foreboding forecast. Cars? A steady flow now.

Returning to the Maserati area, I was amazed to see the numbers of cars that had now arrived. Maybe the Maserati rain jackets would sell after all. I braced myself for an onslaught of good-natured cynicism from the Administrator and awaited the arrival of the new piece of Club property - The 'Eze-up' shelter. And it was. Ghibli unloaded, it had to be time for a walkabout.

Quite where the rest of the day went, I am not sure. Bacon rolls sandwiched between meeting and greeting and going trackside, I suppose.

30 Maseratis were displayed on Saturday, including a full complement of Painters, both Adam and Ken taking the opportunity to circulate on the track in the 4CS. Everyone got wet but no matter, Eze-up kept us dry during the worst of it and certainly forced people into parting with their money for Regalia.

While Adam had been wowing the crowd in the 4CS, Ken had taken to the microphone to tell the amazing story of this car. Now it was time for the Maserati parade and some kind soul at Auto Italia had decided that Heywood should be on commentary duty. Oh God, and it had been such a nice day up to now.

As I put down the microphone and rubbed my sweaty palms, I hoped that I had said something at least intelligible if not intelligent. Hmmm, make mental note - Don't do that again.

By five o'clock, it was Eze-down and everyone was making their way homeward. I, however, had booked into The Crown at Chertsey for the night and after being kindly shown the way by the Pitteways in their Biturbo, I strolled into the bar to be met by the group from Auto Italia, complete with empty glasses and an expectant look on their faces. Make mental note - Don't be late again.

Dinner had been arranged for later, but for now it was time to relax.

Having relaxed a little too much, I finally found my room and changed for dinner. Make mental note - Don't drink and shave, you'll kill someone.



Above: Club display - Scott looks on as the girls put up the shelter **Photo: Dave Smith**

Below: The Painter 4CS - best Maserati of the Festival **Photo: Dave Smith**



Dinner was a fantastically uproarious affair with that red devil - free wine.

As I opened the curtains next morning, the grey daylight filled my thumping head with regret. Make mental note - Never drink again (well, not until this evening anyway).

A gentle start to the morning was required and with Eze-up doing 'sterling' service, the second day got under way with an even larger turn-out of Maseratis including the very, very yellow 3200 of Drummond Bone which was not a welcome sight for someone in my condition.

Mid morning and it was time for Maserati parade number two. Amongst the sea of Biturbos were the 4CS, A6GCM, yellow 3200, Ghibli Cup racer and the General Belgrano (white Quattroporte). Ah good, I'll hide in the back and go round the track to avoid commentary duty.

Following a successful track excursion dodging puddles and commentary box, I focused on the dulcet twang of Auto Italia contributor Ed McDonough asking me to choose the best Maserati of the day. More pressure! Well, actually it was quite easy - the Painter 4CS for two simple reasons. Ken had driven the car to and from Brooklands in less than clement weather on both days. Adam and Ken made a lasting impression on the track spectators as they harried far newer and far more powerful machines, showing just how fantastic these early Maseratis can be.

If it were possible, the weather then took a turn for the worse. Worried that the General Belgrano would replay its original fate, Prag decided to leave and once more it was Eze-down so that he could transport it. All that was left now was the prizegiving, carried out under cover for a change, the paddock being reminiscent of an Autumn afternoon at Windermere - Cagouls in the mist.

In the back of my mind however, I knew there was one more job. The Corse Giordanelli is marked out with tyres (of most types actually, now I'm an expert). Thing is, after the festival is over, the Auto Italia staff have to clear them all to the side of the runway. Not sure whether a junior contributor is liable for this sort of thing, I kept quiet when the Deputy Editor enquired of my participation. However, the piercing 'you will comply' look from his girlfriend and the 'please just let me go home' look of Mrs Editor could not be ignored. A glamorous life, that of a motoring journalist.

When the job was finally done, I got back in the Ghibli for the return journey, soaked to the skin. Make mental note - don't do that again. Two hours on the M25 (double the outward journey) and I was home. Had I achieved my objective? Well, almost. Thanks mainly to the unstinting efforts of the Painters, the regalia had been a huge success which would keep Roger happy. I had found plenty of time to enjoy the event and although I hated it, I secretly enjoyed doing the commentary and choosing car of the day.

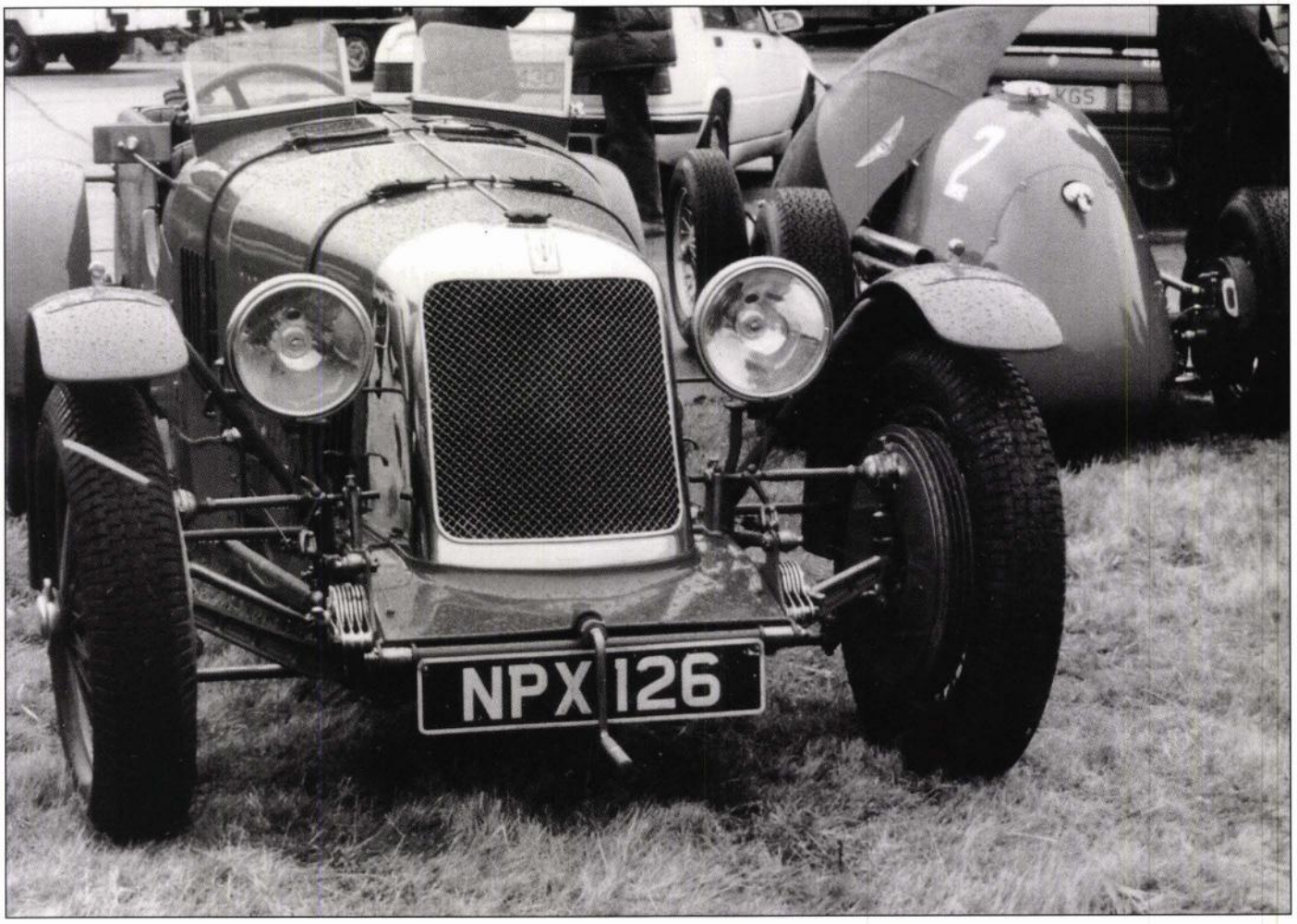
Hangover now fully receded, I opened a bottle, looked through the new books I had bought from David Thomas' stand and made a final mental note - Definitely do that again.

Andy Heywood



Above: The Club shelter assembled - Scott still looking on **Photo: Dave Smith**

Below: Maseratis Type 26 and A6GCM at Brooklands **Photo: Dave Smith**



Coys Historic Festival

Silverstone 21 - 23 July 2000

The Coys Historic Festival saw some of the most exciting and competitive motor racing for some years with a great win for Alan Minshaw in his Type 61 against the Lotus of Robert Brooks and the Lister Chevrolet of Stuart Graham, but more of that in Dave Smith's report.

Simon Lees-Milne had the thankless task of dealing with the now very antiquated administration at Silverstone but eventually secured a prime position for the Club marquee, which gave us an excellent profile and much more display space. Meridien lent us strong support by providing their portable flag poles, though on this occasion, transported in their super hydraulic ramped 5 ton truck, together with a 3200GT demonstrator I should add. And surprise surprise, the stands on Maggotts were not only available but free, which made for great viewing of the racing. We were all delighted to see the very original ex Ray Fielding 6CM which we had on display all weekend thanks to new owner Martin Chisholm. It was joined from time to time by other Maserati racing cars throughout the two days and our thanks also to their owners.

We also had a visit from Phil Mills, the new director of Maserati UK who this year occupied the hospitality suite next to the press office overlooking the pit lane and starting grid. Graypaul of Sheffield and Loughborough also had a presence marketing Maseratis and Ferraris and borrowed both Club Members red 3500GT Maseratis for their display on alternate days. Maserati UK also offered to buy one then the other - but were hastily rejected.

Coys had a reasonable display of cars but only one Maserati, a very early and probably not very competitive 1954 250F , chassis no. 2502 which failed at £450,000 but we understand was sold by private arrangement later that evening.

For a change it was also fine all weekend though chilly, which did not help the sale of umbrellas but could have sold a lot of jerseys - had we had them - Roger. Even so, regalia had record sales.
Much of my weekend was spent avoiding a huge camouflaged Maserati Jeep which cruised the runways with all sorts of Club hooligans on board, driven by a nonchalant Jim Henshaw. I managed to amass a considerable number of Brownie Points - though it was close at times.
Dinner at the Crossroads Hotel was rather better than usual and a good time was had by all.

Simon is though of the opinion that we now need a change of venue and is investigating a number of other options. The question is for how much longer will Silverstone be our main event with Coys having now pulled out in preference to Rockingham. In any event, next year Silverstone with Brooks, not as sponsors but holding the main auction, has now been rescheduled to the August Bank Holiday weekend! Rockingham, the new state of the art oval with infield are making a huge commitment to an historic race and club weekend now confirmed as 26 -28 May 2001, and are very keen to have the Maserati Club on board. The committee are in contact through Simon and will be keeping Members well informed. It certainly sounds very exciting as the BRDC continues to flounder and remain disorganised and unsure of their future plans. Congratulations to Simon for all his hard work though somewhat frustrating at times - it was a great success and most enjoyable.

Bill Jackson September 2000



Above: Racing presence - Club Stand **Photo: Henny Cate**

Below: The Miles Indy and others on the Club Stand **Photo: Henny Cate**



Maseratis on the Track

Coys Silversone 21 - 23 July 2000

This year managed to improve on last year's high standard of entertainment. Arriving at Silverstone on Thursday morning my "long suffering Coys Accomplice" and part time newsletter photographer Martin Davys and I watched Formula One testing for free. Hot, sunny weather helped the morning pass enjoyably and what impressed me was the speed those cars went round Copse corner hardly seeming to slow down.

The other bonus this year was having the "Maserati campsite" with Dave Roberts with his Merak and Roger Harrison with his 222 4v, apart from having a great time I think beer sales in the area must have hit a high!!

Quite a few Maseratis racing as usual, my paddock patrol noted 1 x A6GCM, 1 x 4CM, 1 x 6/4CM, 3 x 6CM, 1 x4CL, 8 x 250F, 1 x TEC MEC, 2 x T61 and 2 x 300S. Also at the club stand was displayed the very original ex-Ray Fielding 6CM (1540) now owned by Martin Chisholm.

THE WEATHER - Friday practice was held in warm sunny conditions but Saturday and Sunday were cold.

THE RACES:-

1950's SPORTS CAR RACE FOR THE DUNCAN HAMILTON TROPHY - PART 1 - SATURDAY - 8 LAPS

Three Maseratis lined up for the start of this race - Alan Minshaw, T61, 2nd on the grid, Burkhard Von Schenk, 300S, 25th on the grid and Mark Knopfler, 300S, 41st on the grid with 48 cars originally practising. Carlo Vogele was due to start in his T61 birdcage but did not make the grid.

This was a close race with Robert Brooks taking the lead at Priory on lap 3 and gradually pulling away from the pack in his Lotus 15 to win by 1.6 seconds from Gary Pearson in his Lister Jaguar. Alan Minshaw was holding 3rd place in his birdcage, but spun on the last lap down to 7th. Both 300Ss also made it to the finish.

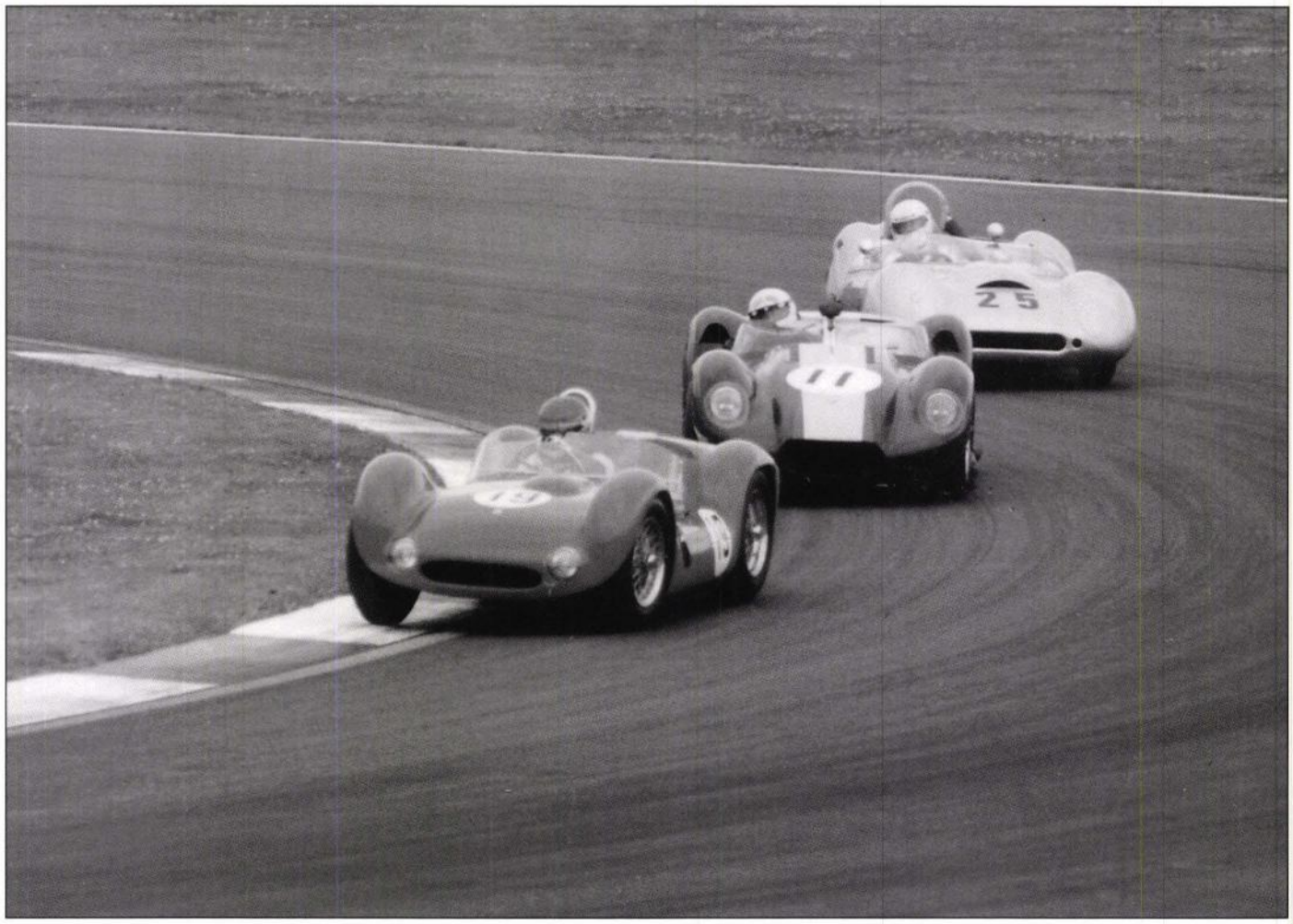
PART 2 SUNDAY - 8 LAPS

This race was black flagged after 5 laps when Hall and Rozwadowskis collided after Brooklands in their Lotus's, the Alan Minshaw T61 running 2nd ran wide at the scene collecting Win Percy's Lotus 15.

The race was re-run as a 3 lap dash which resulted in a fine victory for Alan Minshaw, taking the lead from Robert Brooks after a superb lunge past at Priory. Robert Brooks finished 2nd and won the Duncan Hamilton Trophy on aggregate positions. Both Burkhard Von Schennk and Mark Knopfler finished this race as well and Carlo Vogele finished this race in his smart black T61.

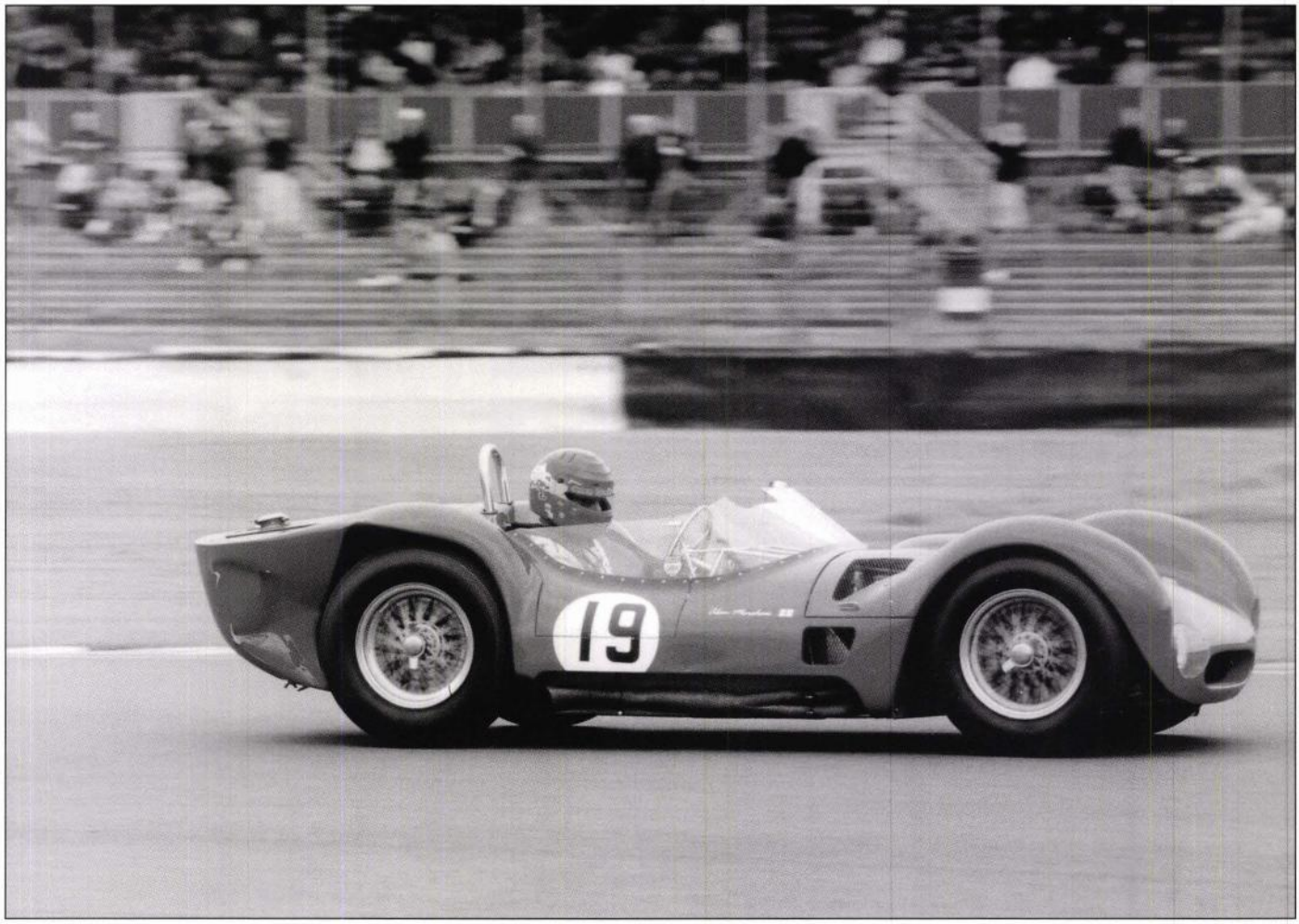
MASERATI UK RACE FOR PRE 1952 GP CARS - SATURDAY - 10 LAPS

A good turn out of Maseratis for this race: the 6CMs of Irvine Laidlaw, William Binnie and Roger Lucas, the 6/



Above: Alan Minshaw's Birdcage leads Lister and Lotus **Photo: Henny Cate**

Below: The Birdcage showing signs of the Sunday shunt **Photo: Steve Havelock**



4CM of Robin Lodge, the 4CM of Barrie Baxter, 4CL of Norbert Schmitz Koep and the A6GCM of John May.

Grid positions for the race were on the front row John Ure and Ludovic Lindsay in ERAs, 2nd row Irvine Laidlaw, 4th row William Binnie, 8th row Robin Lodge and Barrie Baxter, 11th row Roger Lucas, 12th row John May and 13th row Norbert Schmitz Koep. Roger Lucas had been hampered during practice with oil spraying on to the pedals from the catch tank, hopefully resolved for the race.

After a fierce scrap with pole man John Ure, ERA, Ludovic Lindsay won in Remus, John Ure spinning off on lap 4 at Stowe. John Venables-Llewelyn headed the pack home for 2nd place ahead of Barrie Williams ERA. Maserati positions were Barrie Baxter 6th, Irvine Laidlaw 12th after initially running with the leading pack. Robin Lodge 13th and Roger Lucas 18th, there were 29 finishers.

MASERATI UK RACE FOR PRE 1961 GP CARS - SUNDAY - 10 LAPS

There were 7 250Fs entered for this race driven by Burkhard Von Schenk, Joaquin Folch-Rusinol. Murray Smith, Peter Neumark, Jean-Francois Bentz, Peter Gooch and Jose Albuquerque. Barrie Baxter started 18th on the grid in his unique TEC MEC, it was hoped day 2 would show a much better practice time but the track was too cold to put any heat into the tyres. John May also practised his very rare A6GCM but did not make the start.

Red flags were shown on the 2nd lap of the race when Colin Cowdery's Cooper Bristol overturned at Copse, fortunately the driver was OK. The restarted 7 lap race was won by Nigel Corner in his Ferrari Dino V12 with Don Orosco 2nd in his Scarab and Willie Green 3rd in Robin Lodge's Ferrari Dino.

Maserati interest was kept alive by a furious four car dice for 4th place, honours went to Burkhard Von Schenk by 0.5 second after exiting Luffield side by side with Joaquin Folch-Rusinol. Other Maserati placings were Barrie Baxter 11th, Murray Smith 16th, Peter Neumark 17th, Peter Gooch 24th and Jose Albuquerque 26th.

As usual Coys in a nutshell:-

HIGHLIGHTS

*The club stand, well done to Simon Lees-Milne for organising a superb display.
*Once again the "Elgoods bitter" in the VSCC tent.
*Great to see the 6CMs and 4CMs back again.

LOWLIGHT

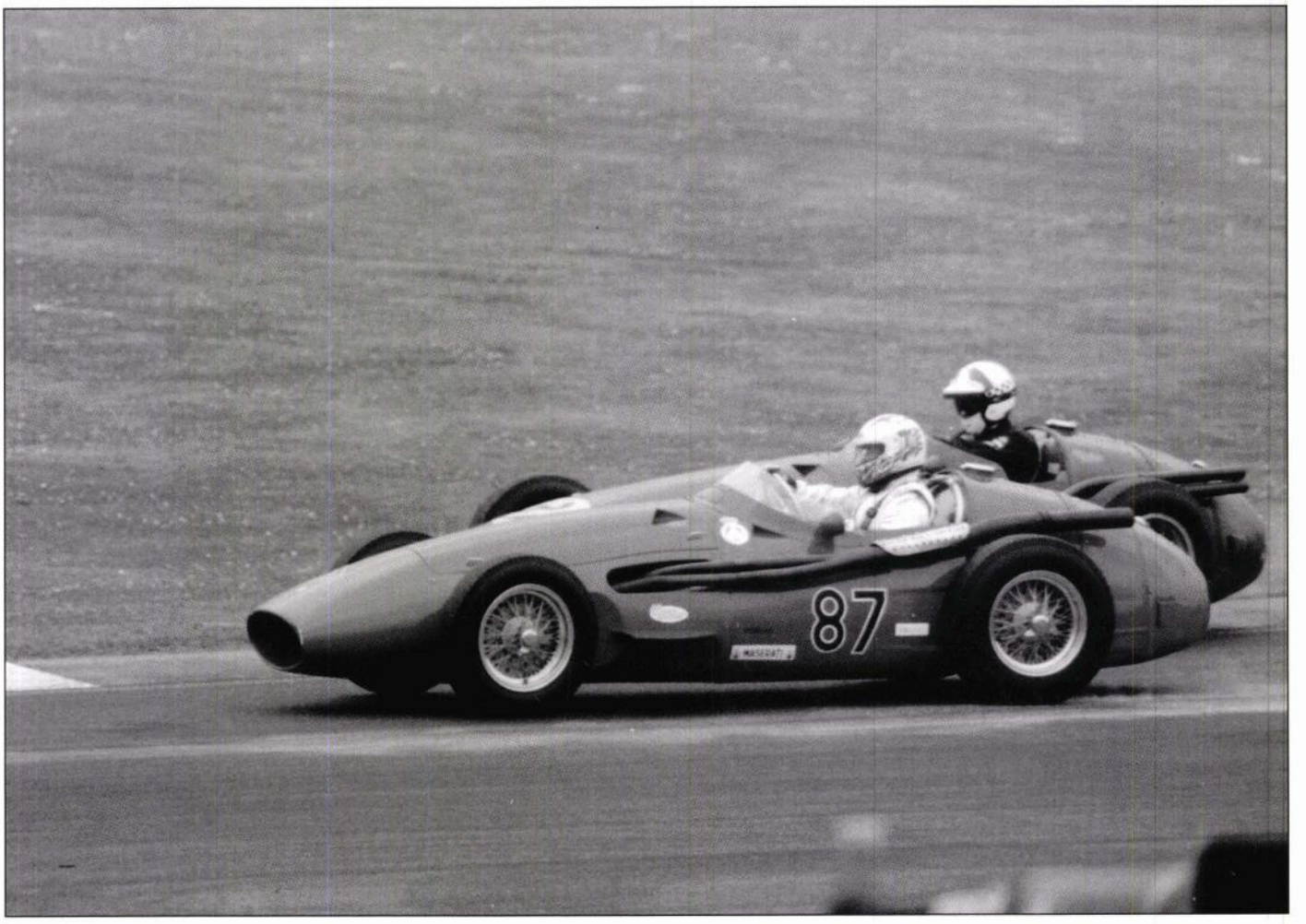
*The cold weather Saturday and Sunday, although looking on the bright side even that increased regalia sales.

Dave Smith September 2000



Above: Roger Lucas 6CM heads John May A6GCM in pre-52 race **Photo: Henny Cate**

Below: Tight Squeeze - Von Schenk and Folch-Rusinol 250Fs **Photo: Henny Cate**



Oh What Mortal Hand Or Eye

Haven't we all at some time or other felt that we were totally qualified to make a statement, in this case historical, that was definitive? Well this is not one of those times so rest assured it will only be necessary to dig into your Maserati files which of course as , Tifosi, will be well stocked.

Enough! of the rambling you say. It was during one of these frequent pauses in engine rebuilds caused by lack of parts and money, that I sat and looked through various books on the history of cars which I am lucky to have been collecting for nearly:, well a long time. A problem arose apparent experts disagree. Nothing new you say; we after all have to thank Barrie Hopkirk for sorting out that quite hideous tale of 250F Chassis numbers. One wonders to what extent history has been distorted by these errors. Saddam Hussein after all was not as bad as Attila the Hun.

However, I intend to go back further than the 250F and make a supposition or two and see if Members can add to the tale.

The year is 1910, it was still the Victorian/Edwardian era of gracious living (for those wealthy enough). The Grand Prix of the ACF at Boulogne was a mighty upset for the Peugeot team having been beaten by Zuccarelli's 4 cylinder Hispano Suiza. In true modern management style Peugeot had a director's meeting at which point the one cylinder design engine was not deemed to be at fault!!
Zuccarelli who only drove for Hispano Suiza was befriended by Goux and Boillot and together they persuaded the head of Peugeot, Mon. Robert Peugeot, that they should set up a separate design centre to explore all modern possibilities.
So far so good, rather like MacLaren and Mercedes as a joint venture.

They achieved their aim and employed amongst others one Ernest Henry as a draughtsman. More importantly the design manifested itself into the New Grand Prix Peugeot which was a remarkable modern concept being multi cylinder gear driven twin overhead camshaft with inclined valves.

The Peugeot Management referred to this breakaway group as The Charlatans as in their view they did not use company evolved ideas but merely stole designs from elsewhere. (Sour grapes I say).

History tells us that Ernest Henry designed this engine, but recent disclosures point to it really being a team effort in pulling various concepts together. Henry's role was in interpretation into manufacturing possibilities. He was not the designer but one cannot argue with the results and 90 years on the DOHC engine is still rated as the best in terms of performance extraction.
So far I have been scene setting. It is now required that two gentlemen take centre stage namely Ettore Bugatti and Alfieri Maserati. To use a modern expression (albeit Latin) let us examine first their relevant CV's.

Immediate reaction is to say what an incestuous bunch they were in those days but it still goes on in modern Grand Prix design.

YEAR	Mon Bugatti	Sir.Maserati
1895	Pruneli + Succhi	
1898	moves to Milan	
1899	Peugeot start car production	
1900	Peugeot partnership with Isotta Fraschini	FIAT
1902	De Dietrich Buys I.F.	
1903		Moves to I.F.
1905	Sacked by De Dietrich	
1906	Hermes Mathis on OHC engine	
1907	DEUTZ works for sub contract to I.F.	
1908	Sub contracted to Fiat	Produces I.F. Tipo FE. (by Stephanini)
1909/10	Molsheim - copy of I.F. Tipo FE.	To London and Argentina
1914	Built BeBe Peugeot and 5 litre Garros (EX S61 Fiat)	Bologna
1916		Stephanini leaves I.F.
1918	Diatto built T13 Bugatti	Bologna with Ernesto
1921		Produces S.C.A.T.
1922		Diatto Tipo20
1925		Diatto 2.OHC 8 cyl.
1926		Tipo26 Maserati

Certainly up to 1908, Bugatti, who by this time was working for Deutz had only built relatively heavy cars. After the Dieppe Grand Prix he had an opportunity to study the Isotta Fraschini Tipo FE and his first production Bugatti (Tipo13) was remarkably similar. Bugatti folklore reversed the situation and even Lawrence Pomeroy in his book "Grand Prix Car" gives credence to the tale of Bugatti brilliance.

However,as they say, recent publications. have shown that the common core running through Bugatti, Isotta Fraschini Diatto and hence Maserati was the unknown designer Stephanini. Taking account of the fluid state of the early years of motor development I would feel that it was entirely credible that Messrs Bugatti, Maserati and Stephanini were very much acquainted. (Works canteen perhaps!) Therefore if we believe Pomeroy and others that in effect Bugatti designed the IF (FE) and merely used Stephanini as draughtsman then presumably Bugatti would have influenced the partnership of Stephanini and Maserati in the development of the Diatto and hence Maserati (T26). Is it to assume that all Maserati come from the heart of the Bugatti?

If on the other hand Stephanini had been treated rather like Ernest Henry and been denied the credit then it ought to be possible to say that Stephanini and Maserati produced the IF (FE) and hence Diatto and Tipo26 in which case Stephanini and Maserati are responsible for the heart of T13 Bugatti. I wonder who sent X-mas cards to whom! Perhaps we should send copy to the Bugatti Owners Club and ask for payment for poaching designs.

If any member can throw further light on these ramblings please write and let me know the source material. (It's unlikely to be person to person!!)

Peter Martin, Tosal Les Forques, Benidoleig 03759, Spain

AMERICAN EXPRESS
Access
MasterCard
VISA

World-Wide Mail Order Service.
Next day delivery within
Britain, 48hr delivery
World Wide

EurospareS

For the widest range of new and used sports car spares

FERRARI *Lamborghini* **MASERATI**

The specialists in Italian sports cars from 1950's to Present Day



Come and look around 15,000 2ft of stock

Phone now for A Friendly, Personal Service with any queries you may have no matter how big or small.

Unit 7-10, Broton Industrial Estate, Halstead, Essex, CO9 1HR, England
Tel: (01787) 473678 / 477169 Fax: (01787) 472867 / 476593

Maserati

Panels are available!

MERAK	
Doorskin (half)	£225.00
Doorskin (full)	£enquire
Sill 3 piece	£495.00
Floorpan (half)	£440.00
Spoiler (f/glass)	£225.00
Fuel Tank	£enquire
Wheelarch	£enquire
Bumpers	£enquire
BORA	
Doorskin (half)	£225.00
Doorskin (full)	£enquire
Sill 3 piece	£295.00
Floorpan (half)	£260.00
BITURBO	
Doorskin (half)	£195.00
Doorskin (full)	£enquire
3500 GTI	
Doorskin (full)	£enquire
VIGNALE	
Doorskin (full)	£395.00
Sill (outer)	£enquire
SEBRING	
Doorskin (full)	£395.00
Sill (outer)	£enquire
MISTRAL	
Sill (outer)	£enquire
GHIBLI	
Doorskin (full)	£395.00
Sill (outer)	£enquire
INDY	
Doorskin (full)	£395.00
Sill (outer)	£enquire
KHAMSIN	
Doorskin (full)	£395.00
KYALAMI	£enquire
MEXICO	£enquire
2P Parts	£enquire

Other repair panels available – please enquire



A6G - Aluminium wing being metal finished

Special Services

- Panel fitting service
- Full body restoration service
- Individual panels restored
- Chrome work restored



Barchetta with new carbon fibre nose cone

HENSHAW HENSHAW

TRADITIONAL PANELBEATER AND PAINTER
The Barn Ketchgate Cottage Saffrons Cross Bodenham Hereford HR1 3LA
Tel: 01568 797066

MASERATI
INSURANCE
CALL THE SPECIALISTS

BRYANT KESEK & PARTNERS
Registered Insurance Brokers

01483 274792

Exeter House
Tylers Court
Cranleigh
Surrey GU6 8SA

Fax: (01483) 278326

BK

BY APPOINTMENT TO
H.M. QUEEN ELIZABETH THE QUEEN MOTHER
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND

AUTO GLYM™

BY APPOINTMENT TO
H.R.H. THE PRINCE OF WALES
SUPPLIER OF CAR CARE PRODUCTS
AUTOGLYM, LETCHWORTH, ENGLAND

Premium Car Care

Over 30 years
of caring for classics
and still the best protection
for your Maserati



Sponsors of the Autoglym Concours D'elegance

Product and local stockist information, telephone 0800 515779. Autoglym Concours entrants information, telephone 01344 642482.

News and Views

Brooks have joined up with London auctioneers Bonhams which seems to be rather an odd marriage but then Bonhams are the last of the Home auction houses which remains British owned. Brooks did well at Quail Lodge selling a unique 1951 A6G Coupe by Vignale for over £190,000.

Christie's sold two very good pre-war Maseratis the same weekend in August at Pebble Beach. A very original 2.8 litre Type 26 ex works car sold for over $1.5 million and a 1932 restored 8C 3000 went for over $1 million.

Dave Smith reported at the last committee meeting that Membership was now up to 585, an increase of 55 since the last issue. Also reported at the same meeting by Roger Epsztajn was that sales are breaking all records - more jerseys please. The AGM for next year will revert back to the first evening of the Spring Meeting (Rally) which will be Friday 20 April 2001.

In respect of the Fangio 250F Trophy, it was unanimously agreed by the committee that the Tec Mec was eligible, being a late factory development though built elsewhere. As a result Barrie Baxter wins with 7 points, second is Burkhard von Schenk with 5 points and joint third with 2 points each are Nick Mason and Peter Neumark. Barrie Baxter therefore wins both racing Trophies. Congratulations Barrie and many thanks for championing Maserati so skilfully and giving us all so much pleasure and so many thrills.

Adam Painter beat his own class record on the hill climb at Prescott on 6 August in a very active year for the incredible 4CS Maserati. Congratulations to Adam and the Painter Family.

www.maseratinet.com

MASERATI PARTS

New & Used for all Models

Providing knowledgeable, courteous, prompt, professional, express service since 1976

Next-day service our speciality • Competitive Prices

10 million dollar inventory Service shop discounts

Close-out prices on some parts Manuals, wiring diagrams, accessories

- Performance Accessories
- Suspension Upgrade Kits
- Sump Protectors
- Floor Mats
- Factory Posters
- New Car Brochures
- Wheels and Tires
- Oil Coolers

MASERATI SINCE 1976 CLUB INTERNATIONAL

Join the world's largest Maserati support group with more than 3,500 members. Tech staff available to help owners and enthusiasts; parts discounts; 80-page glossy club magazine *Viale Ciro Menotti*; club decal; roster; access to a multitude of Maserati road tests, technical bulletins, manuals, etc. To join, fax your name, address and credit card number; you will receive a large packet of Maserati information by Air Mail.

VISA / MC / AE $90 USD outside North America

Technical Assistance: USA + 425-455-4707 • Fax: USA + 425-646-5458

mie CORPORATION

Francis G. Mandarano, President
P.O. Box 1015, Mercer Island WA 98040 USA
E-mail: mie@maseratinet.com

Tailpiece



3500 GT Maseratis at the Swedish International
Photo: Alex Jackson



- **Classic and modern high performance vehicles**
- **Free Green Card**
- **Valuations not normally required**
- **Discounts for club members**
- **Full European breakdown and recovery service**
- ***Classic motor traders policy also available***

Heritage

The CLASSIC MASERATI INSURANCE

Whether you require rally cover, a flexible policy that covers a collection of classic cars or one-off cover for a special occasion, you'll find our uniquely flexible Heritage policy covers everything for your Maserati - at a highly competitive price.

Classic car specialists established 1965
FOR A FREE QUOTATION CALL NOW ON

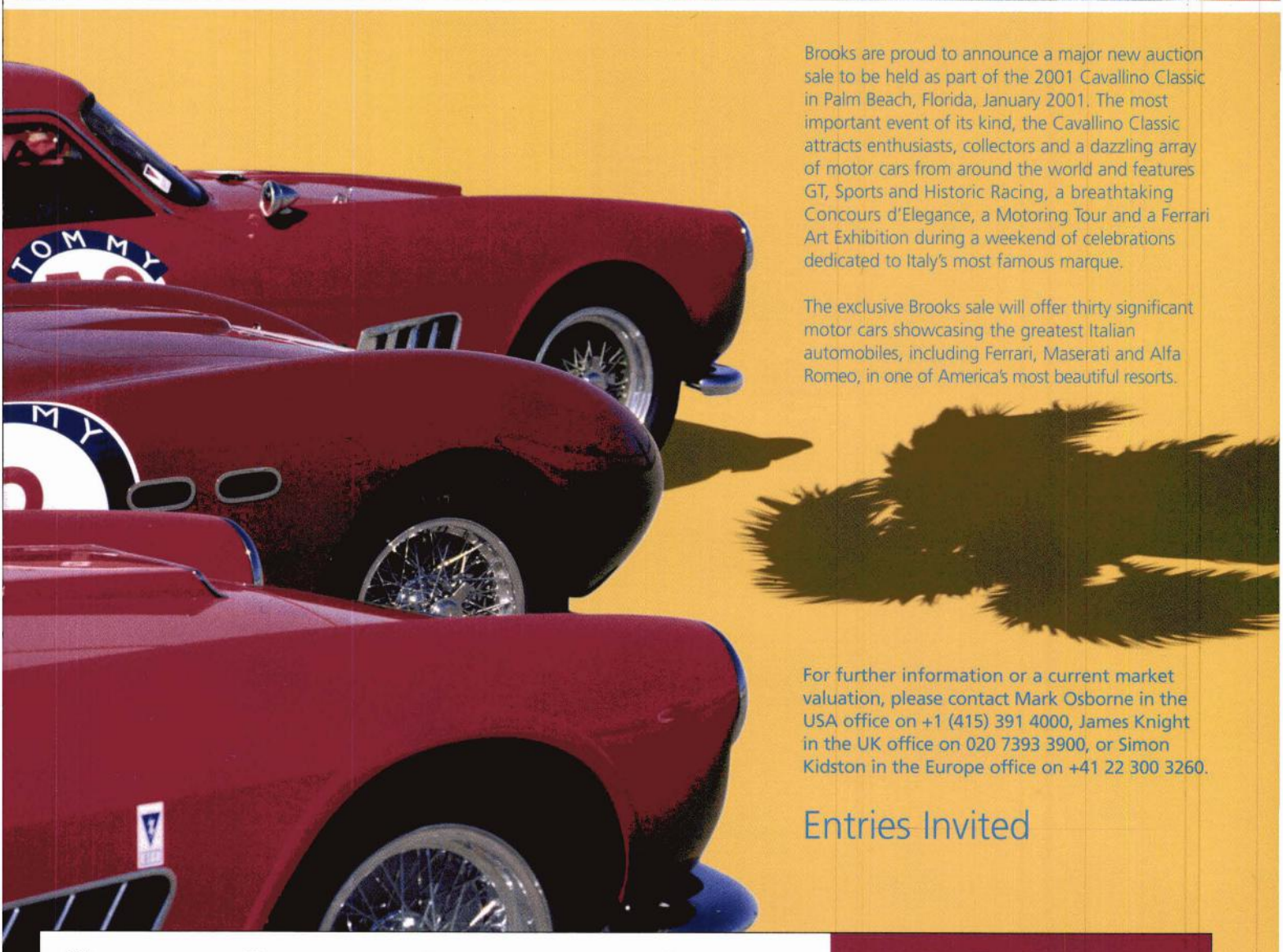
For a Free Quote **0121 246 6060** *For a Free Quote*

Cavallino Classic X
20 January 2001

An Important Auction of Fine Italian Sports Cars and Automobilia

Palm Beach





Brooks are proud to announce a major new auction sale to be held as part of the 2001 Cavallino Classic in Palm Beach, Florida, January 2001. The most important event of its kind, the Cavallino Classic attracts enthusiasts, collectors and a dazzling array of motor cars from around the world and features GT, Sports and Historic Racing, a breathtaking Concours d'Elegance, a Motoring Tour and a Ferrari Art Exhibition during a weekend of celebrations dedicated to Italy's most famous marque.

The exclusive Brooks sale will offer thirty significant motor cars showcasing the greatest Italian automobiles, including Ferrari, Maserati and Alfa Romeo, in one of America's most beautiful resorts.

For further information or a current market valuation, please contact Mark Osborne in the USA office on +1 (415) 391 4000, James Knight in the UK office on 020 7393 3900, or Simon Kidston in the Europe office on +41 22 300 3260.

Entries Invited

USA
Brooks Auctioneers Inc
500 Sutter Street
Union Square, San Francisco
California 94102

T:+1 (415) 391 4000
F:+1 (415) 391 4040

UK
Brooks Auctioneers Ltd
81 Westside
London SW4 9AY
United Kingdom

T:+44 (0) 20 7228 8000
F:+44 (0) 20 7585 0830

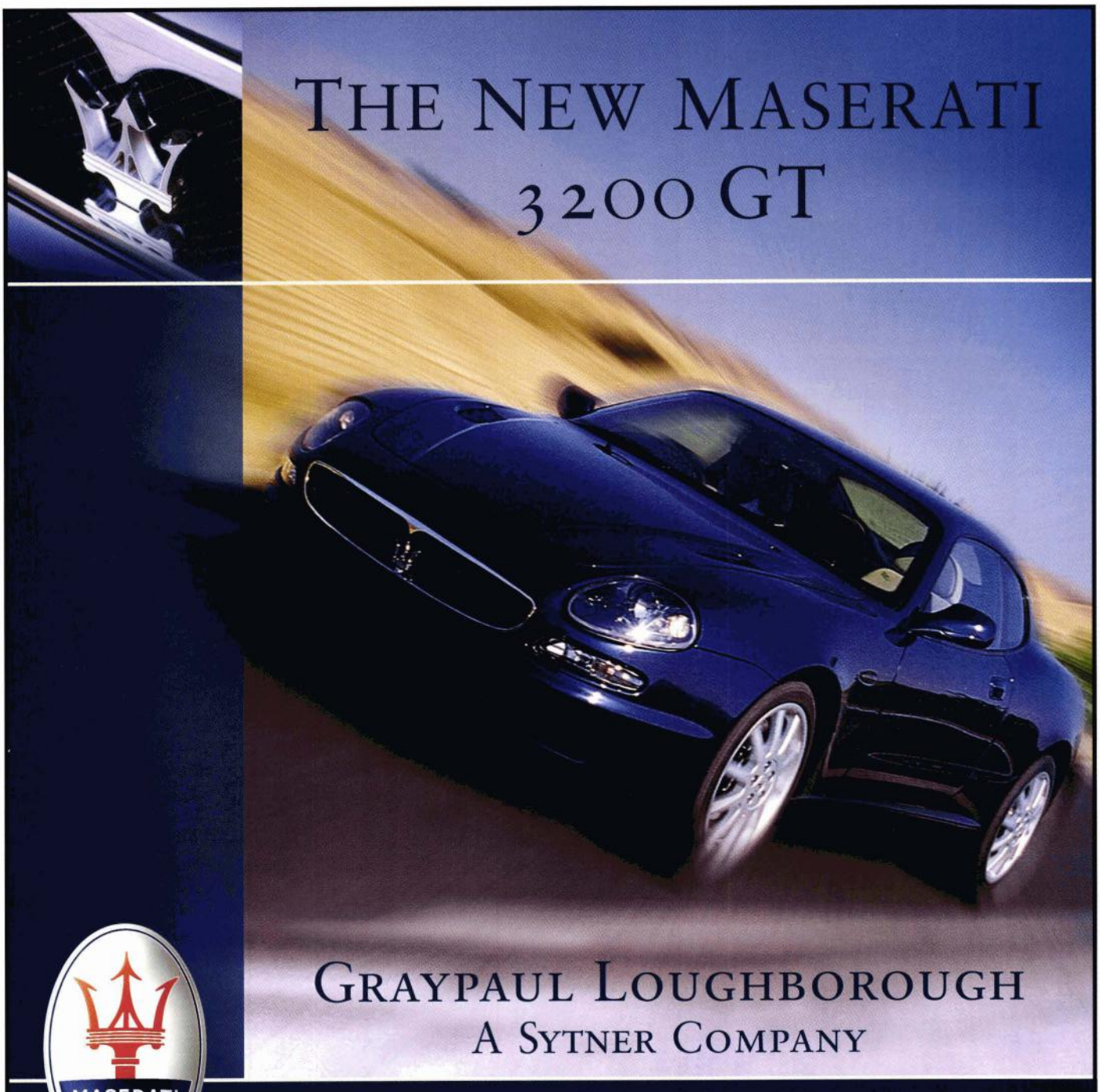
Europe
Brooks Europe SA
10 Rue Blavignac
1227 Carouge-Geneva
Switzerland

T:+41 (0) 22 300 3160
F:+41 (0) 22 300 3035

Australia
Brooks Goodman Pty Ltd
7 Anderson Street, Double Bay
Sydney, New South Wales
Australia 2028

T:+61 (02) 9327 7311
F:+61 (02) 9327 2917

BROOKS
USA
www.brooksauctioneers.com



THE NEW MASERATI 3200 GT

GRAYPAUL LOUGHBOROUGH
A SYTNER COMPANY

MASERATI

THE MASERATI SELEZIONE

2000V	3200GT Coupe Automatic in Grigio Alfieri with Bordeaux Leather. Includes Sports Suspension and Heated & Memory Seats	£52,000
2000W	3200GT Coupe Manual in Grigio Touring with Nero Leather. Includes Sports Suspension and Heated & Memory Seats	£52,900
2000W	3200GT Coupe Manual in Nero Carbonio with Nero Leather. Includes Sports Suspension, Red Callipers and CD Player	£52,900
2000W	3200GT Coupe Manual in Nero with Nero Leather. Includes Sports Suspension	£53,500
2000X	3200GT Coupe Manual in Verde Mexico with Avorrio Leather. Includes Sports Suspension	£POA
2000X	3200GT Coupe Automatic in Azzuro Argentina with Blu Leather. Includes Sports Suspension and CD Player	£POA

FOR FURTHER DETAILS OR A TEST DRIVE CONTACT NICK JESSOP OR EDWARD CLAYSON ON 01509 232233 OR E-MAIL US AT GRAYPAUL.MASERATI@SYTNER.CO.UK
OR VISIT OUR WEBSITE AT WWW.SYTNER.CO.UK



Master and Machine
Coys Silverstone
Photo: Peter Collins

Rossi Engineering

ESTABLISHED 20 YEARS



- SERVICING
- REPAIRS
- MOT WORK
- WELDING
- TRANSPORTER SERVICE
- RACE CAR MAINTAINENCE

Sunbury-On-Thames
Near Train Station
& Heathrow Airport

Tel/Fax 01932 786819 E-Mail rossi.engineering@talk21.com

CONTACT: LEE PENN OR ROBERTO GIORDANELLI

Tradition & Excellence

in the manufacture & restoration of

MWS

VETERAN VINTAGE & CLASSIC
WIRE WHEELS

Our wheels are manufactured, under licence from Dunlop and we also produce large and small volumes of spokes enabling us to restore, where possible wire wheels to original specifications including Borrani.



MOTOR WHEEL SERVICE INTERNATIONAL LTD
MWS House • Elder Way • Langley Business Park • Langley • Berkshire SL3 6EP • England
Tel: +44 (0)1753 549360 • Fax: +44 (0)1753 547170
E-mail: info@mwsint.com • WebSite:http://www.mwsint.com

DISTRIBUTION & SERVICE AGENT

DISTRIBUTION & SERVICE AGENT

MASERATI

A PASSION FOR INNOVATION



"Ci sono persone che amano le emozioni vere,
Quelle che si vogliono provare prima di tutto
per sé stessi. Ci sono costruttori che
pensano e realizzano automobili
in grado di dare
a queste persone
le emozioni che cercano."

"There are people who love true emotions. A type of emotion that only a few aspire to. There are also car manufacturers which plan and design cars to give those people what they are looking for."

- Comprehensive range of demonstration vehicles available
- Extensive range of pre-owned vehicles
  (for more information on these visit our website).
- Full workshop facilities
- Dedicated covered transporter for Nationwide collections and deliveries

OPEN & DAYS 0121 624 7000
Our of hours 0836 540333 or 07974 231692

www.evans-halshaw.co.uk/ferrari/birmingham
ferrari.birmingham@evanshalshaw.co.uk

Evans Halshaw

Evans Halshaw Ferrari Maserati, Waterlinks Motor Village, Lichfield Road, Aston, Birmingham, B6 5RQ
Tel: 0121 624 7000

Meridien Modena, the longest established official Maserati centre in the UK are pleased to welcome clients old and new to our redeveloped Lyndhurst premises.

Hand in hand with the recent Italian investment in the famous Maserati marque, we have constructed a state of art base for the sales and maintenance of Maserati cars both old and new.



welcome to the World of Maserati

power and poise



sales

- New 3200GT & Quattroporte Evoluzione
- The Best Selection of Pre-Owned Maserati
- Finance, Insurance and Part Exchange
- Open Daily

parts

- Huge Parts Inventory
- Free Courier Delivery to all UK addresses
- Unusual Parts Sourced
- Maserati Accessories

service

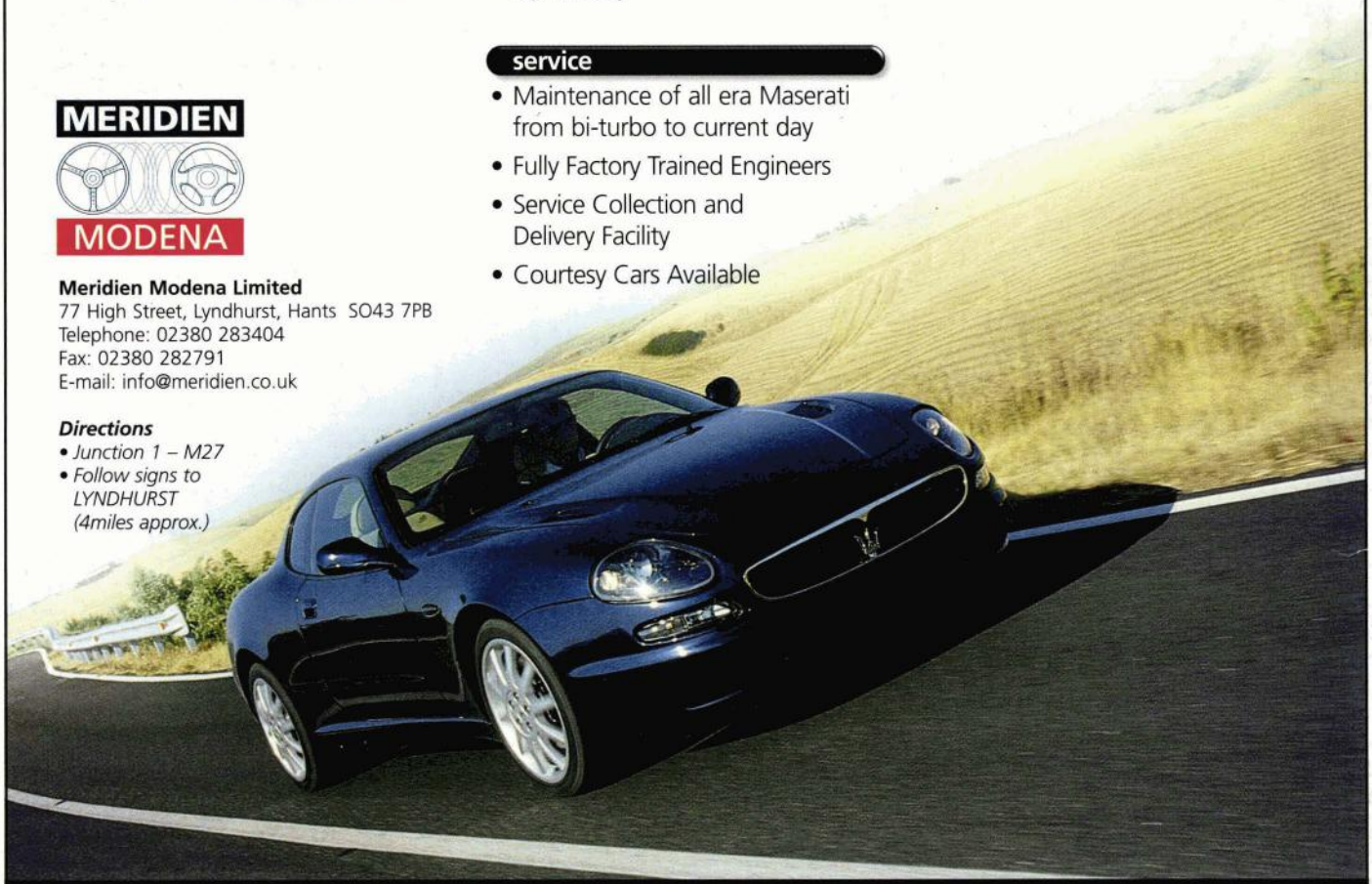
- Maintenance of all era Maserati from bi-turbo to current day
- Fully Factory Trained Engineers
- Service Collection and Delivery Facility
- Courtesy Cars Available

MERIDIEN
MODENA

Meridien Modena Limited
77 High Street, Lyndhurst, Hants SO43 7PB
Telephone: 02380 283404
Fax: 02380 282791
E-mail: info@meridien.co.uk

Directions

- *Junction 1 – M27*
- *Follow signs to LYNDHURST (4miles approx.)*



02380 283404 • www.meridien.co.uk

meridien online

OPENING HOURS: *Monday to Friday* - **9:00am - 7:00pm** • *Saturday* - **9:00am - 5:00pm** • *Sunday* - **10:00am - 4:00pm**