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The Maserati Club UK Magazine





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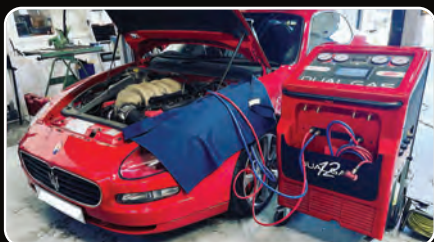


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Cover: Roberto Gorni in his Maserati 150S at the Vernasca Silver Flag in June. The first owner of chassis 1655 was the infamous Tony Parravano in the USA, but it was raced in period by both Ken Miles and Carroll Shelby, long before 'Le Mans 66'. Photo: Matteo Grazia.



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From the Editor

Andy Heywood

I attended the launch of the new H.R. Owen Maserati showroom in Hatfield recently, although it is what Maserati call a retail concept store. I have to say that the building is very impressive, housing not only Maserati but also separate showrooms for Bentley, Lamborghini and Bugatti etc, and only surpassed by the airport-sized new Ferrari building just up the road (also an H.R. Owen franchise of course). These days, Ferrari and Maserati have been consciously uncoupled, after a tempestuous marriage of convenience. But enough of that, tonight is about the future and the star guest is David Beckham, Maserati brand ambassador.

I had always thought this an odd choice as there seemed little to connect Beckham with Modena, but I guess he is known for his love of cars and at the end of the day, he is so famous that any association is going to rub off in a positive way. However, I was unprepared for how much love there was in the room for him and how genuinely he presented himself. I was really starting to feel it myself, even queued up for my picture, but then he said that the future is electric. Oh dear, but I suppose, what else can he say?

Luckily the F word car is delayed and so the new GranTurismo on display was a Trofeo and even left-hand drive, as was the one David had 'arrived' in. The MC20 Cielo (the first one I had seen) had a Nettuno engine too, as did the Grecale, hiding behind the foetal DJ. Nobody lifted a bonnet all evening though. The only ICE was in the Aperol.

A few weeks later, I found myself in more familiar territory. Bologna is now the host city for the Auto Moto D'Epoca show that had made its name in Padova. The new venue is larger, allowing the stands to breathe more and us to improve our step



count still further in search of Italian classic motoring nirvana. It's like filling the whole of the NEC but 90% Italian and two days to get round it was a tall order.

For a while we poked around boxes of door mirrors from 1970s Alfa Romeos in the Autojumble, but later on the first day, an appointment beckoned. The traditional launch of the Classic Car Yearbook, compiled by Adolfo Orsi's *Historica Selecta*. As Adolfo began his annual address from the microphone, the usual three

luminaries from top European auction houses took their seats. Their expert opinion would be required later. Remarkable that considering the problems of the world, the turnover of cars sold at auction in the last twelve months has actually gone up, but the real indicator, that of sale rates, is down. As always, the book reassures me that my gut feel is still accurate, even if that is bad news. Time for some sugar coated news from the experts. Wait a minute, did that French guy from Artcurial just say that the future was electric? He did, and though he went on to qualify it as 'the future of everyday driving is electric but that means even more interest in classic cars for the weekend' it was just too late. He had lost his middle-aged dinosaur audience, and we all went off to bury our heads in the Sangiovese.

The next day I really appreciated the parallel universe of show prices that saw various traders asking 36,000 euros for Biturbo Spyderys and the dodgy green 228 at 27,000 euros was just fabulous. But I reserve a special place in my heart for the delusional gentleman asking 23,000 euros for a half-complete Indy with bodywork that had been reconstituted with a sledgehammer. It was just like the good old days.

Trident continues to remind us of what is now 109 years of Maserati history, as well as recording the more recent activities of our Club. 2023 was a busy year as you will read in this bumper edition. We have a new printer too and hope you like it. Happy Maserati motoring for 2024.

Correspondence

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

Fame at last.

What a fascinating article you've written in Trident magazine – so much so that I've read it three times already and I'm still finding intriguing details in it! One fact that might interest you is in relation to Peter Brownsell's car 101.754. While watching a TV documentary (David Bowie: Finding Fame) on TV a few years ago I noticed a 3500GT in a black and white street scene filmed outside a recording studio in London. By slowing the video down I could see the registration plate 367 GNV. I've attached a screen shot of it which clearly shows the large aftermarket sunroof. It's difficult to tell in a b/w

photo but it appears the car wasn't dark blue originally – possibly red?

John O'Roarke
(owner of 3500GT 101.1018D)
Surrey

From one 3500 owner to another.

Congratulations on a fantastic edition of Trident! Regarding the article on the 3500GTs, my memory was galvanised into action regarding past events. Many years ago, I read that Colin Murray had taken several large cash deposits and went to Australia, never to be seen again!

I have enclosed photos of a RHD 3500 which I found in a folder marked Stanford Hall 2003 and taken

by me. It was owned by a couple with two young children, living in Northampton and was fitted with rear disc brakes, umbrella handbrake under dash and wire wheels. He said it had come from Spain. His only comment about the car was that the screen demist vents were fitted the wrong way round. The number was OSU 124.

The English owner of 101.2854 was Peter Vernon-Kell and the car was on the Club's N.E.C. show stand in November 2000. There is a photo in the Spring Trident of 2001. I met Peter in 2002 at his home in Redhill, south of the M25, when I went to purchase the 6"x16" disc wheels and other odds and ends for sale in the Club Newsletter.

Peter told me that the car was owned by an Italian Count in South Africa who had the body shape changed to a Ferrari 275GTB. This was done in Italy in the mid-1960s, then returned to South Africa.

I hope the above is of interest. These days, Myles Aldous of Emblem Sports Cars looks after my 3200GTA



very well. Who needs spare parts anyway!

Julian Furniss
(ex-owner of 3500GT 101.902)
Southampton

More on the Eldorado and that sofa.

Here are a few photos following on from the article on the 420M/58 Eldorado. I'm holding the 'red' version in my hand at the Panini collection. By the way the picture of the ice-cream bicycle was taken in the centre of Modena. I also enclose photos of the house where the Maserati brothers were born (in Voghera) and also the lounge of the Canalgrande Hotel, where nothing is left but the sofa where the Bertocchi family sat (see issue 146).

Philippe Murari
Belgium

1. It might be a blurry screen shot from a TV documentary, but it is clearly the 3500GT 367 GNV. A great spot! Photo: John O'Roarke.
2. The 3500GT photographed by Julian Furniss at Stanford Hall in 2003. By coincidence, it is actually the car belonging to our other correspondent John O'Roarke! Photo: Julian Furniss.
3. Philippe Murari at the Panini Museum with one of their star exhibits, the Eldorado. In his hand, Philippe holds a model of the car in its other incarnation. Photo: Philippe Murari.
4. Spotted in downtown Modena, an Eldorado ice-cream bike. The ice-cream company memorabilia certainly enjoys a higher value as a result of the Maserati association, as the Editor knows to his cost. Photo: Philippe Murari.
5. A pilgrimage during a recent Italian trip by Philippe Murari. This is the modest front door of the house in Voghera, in the province of Pavia, where the Maserati brothers were born. Photo: Philippe Murari.
6. Philippe Murari outside the Canalgrande Hotel Modena, home to a much later owner of Maserati, Alessandro De Tomaso. Photo: Philippe Murari.
7. There is little trace of De Tomaso at the Canalgrande these days, though the sofas haven't really changed. Photo: Philippe Murari.
8. Guerino and Aurelio Bertocchi on one of the same sofas in the lounge of the Canalgrande, as published in Trident 146. Photo: Marc Sonnery Archive.



Out and About with Peter Collins

Photographer and journalist **Peter Collins** attended the Goodwood Festival of Speed in July, the Goodwood Revival in mid-September and the Historics Auction at Bicester Heritage on September 23rd.



1. Julian Majzub takes to the hill in his Tipo 26 Maserati at the very wet Goodwood Festival of Speed.

2. Unusual all blue MC12 Stradale entered in the Cartier Style et Luxe Concours at the Festival of Speed.





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3. Bonhams took £166K for this RHD 3500GT (101.954) at its Goodwood Revival sale.

4. This fully restored RHD Khamsin (120.341) sold for £144K during the Revival sale.

5. Michael Birch at speed in his 4CM (1527) at Goodwood Revival. This was during qualifying as sadly he did not complete a single lap of the Goodwood Trophy.

6. Stephan Rettenmaier had a better race in his 6CM (1552), finishing 16th in the Goodwood Trophy.

7. Ex-Paul Winfield QPIV made a steady £15.5K at Historics auction at Bicester Heritage.

8. The Goddijn 200SI (2401) turns in at Madgewick while practising for the Freddie March Memorial Trophy at Goodwood Revival. It would end up 17th out of 18 finishers, though the 250S driven by Richards Bradley and Wilson would go on to win.



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This Maserati Life

Most members will have spoken to him at one time or another as for the last 25 years, Dave Smith has been the Club Administrator, a role he relinquished in June this year at the Club AGM. In addition, Dave has photographed racing Maseratis for most of his life and attended and helped organise numerous Club events over the years. As the Newsletter advert for his photography always says, 'Lifelong Maserati Man'. Here he reminisces with **the Editor**.

What introduced you to the Maserati marque?

Apart from having some race winning Crescent/Dinky Maserati toy cars, I saw a Maserati A6GCS in a library book and became hooked. Plus, I grew up in the era of front-engined racing cars, at a time when the Maserati name was at the fore and Fangio in a 250F was the one to beat in Formula One. I was taken to Crystal Place and Silverstone by my Dad and Uncle and became addicted from an early age.

Where were you brought up?

I was born in Park Royal Hospital, Harlesden a long time ago. Initially we lived in Kensal Rise, NW London and then crossed the train tracks to Queens Park. More latterly we lived in Stanmore before moving 'out' to Amersham.

What was your first car or motorbike?

I went to the Willesden School of Engineering and as my parents frowned on motorbikes my dad taught me to drive and I owned a Ford 100E Anglia, my first introduction to rust!

What did you do for a career?

After a short spell manning the rifle range at a fair, I decided to aim for something more permanent. I joined the GPO in 1964 and initially worked in a Telephone Exchange in St. Johns Wood, then worked my way up the GPO, PO, and BT ladder to managing 10 level one managers and 200 staff. In 1997 I took over 'Customer Satisfaction' (no comments please!).

And what about your interest in photography?

At Primary School, my photos of our visit to Cambridge University proved

popular with the teachers but I didn't start photographing cars until my dad took me to my first race meeting at Crystal Palace in 1959. Armed with my trusty Brownie 127 I took my first Maserati photo, a 4CL, unfortunately no one had told me about panning!

But you stuck with it...

Yes, once at work, I used to enter and sometimes win the BT Area photo competition. Moss in a Maserati was always a favourite, along with my cat and dog of course!

When did you join the Maserati Club?

I joined the Club in 1975 and thought it was great. I used to look forward to the Trident and Newsletter and thought Michael Miles ran the show as everything seemed to stem from him. Even when I helped at the Classic Car Show in Brighton [I think] Michael was organising it.

Did you think then that one day you might be helping to run the Club?

No, but on the 31st of March 1998 I took early retirement from BT, along with a lot of other managers. I had

1. Dave Smith's Maserati life began here. It's a shame the Settrington Cup didn't exist back then. Photo: Dave Smith collection.

2. And here it is. The first photo of a Maserati taken by Dave, at Crystal Palace. It's a 4CL obviously... Photo: All photos Dave Smith unless noted otherwise.





attended an early AGM at Harpenden and remember Bill Jackson and John Bennett making me very welcome and I had heard a rumour that our chairman at the time, John Duggleby, wanted a 'bored housewife' to answer the phone, etc on behalf of the Club. Luckily for me Bill, who was then a Committee member and Trident Editor, had a better idea and various pub lunches and drives in his Biturbo soon convinced me that was the way ahead. Over the years the role of Administrator expanded and modernised and thanks to Adam Painter's skills I have been dragged into the electronic age.

And you started going on more Club events. Which ones did you like the most?

Any Club Rally really, as they are always interesting and enjoyable. As well as driving my 430 I have navigated for Bill Jackson, Peter Brownsell and currently Keith Davies, and never a cross word.

Of course, your own 430.

I purchased a 430 from McGraths quite a few years ago now. I first viewed it with the engine in one bay and the rest of it in another. Lovely car and still owned by a Club member, in fact I break down sobbing every time I see it!!

And you also worked for Bill McGrath Limited for quite a few years.

I used to collect and deliver mainly Maseratis for McGrath. This was like

a dream come true, apart from the Canary Wharf job, but also helped when talking to prospective Club members or owners. My most amusing moment was driving up the Finchley Road to McGraths in a Bora when it conked out [technical term]. While struggling to push it to the side of the road a lady rushed up and helped. Afterwards, she said she had always wanted to push a Maserati!

And what about the A Team?

One thing that Keith Davies, Edwin Faulkner, and I [called the A-Team] used to do was erect stands, park cars and generally be helpful to everyone at club events. Unfortunately, age has finally caught up with us, and although we help if we can, the Club really needs some younger volunteers to help.

Do you attend many other car events?

I attend the VSCC meetings when Maseratis are racing, but they are now a rare sight. I also go to the Silverstone Festival and Goodwood Revival when I can as there is always

a good selection of Maseratis present at these events and sometimes even an OSCA or two.

And do you have any favourite cars?

From the modern it would be a 3200GT auto. From the classic era a Bora and my favourite racer is the 4CLT.

Do you have any other motoring interests apart from Maserati?

I still enjoy watching the Grand Prix.

3. Dave with Keith Davies and Keith's 222E at the Club Autumn Meeting in 2007 on the Isle of Man. This was the 'track morning' at the Jurby circuit. A favourite event for Dave.

Photo: Unknown.

4. The much-missed Smith 430 on the Club Autumn Meeting in Whitby in 2006.

5. Easy does it. A favourite photo from Dave's extensive collection. This is the Club Chairman Michael Roberts with his Indy on the Club Autumn Meeting in 2015.



And what other interests do you have?

About 10 years ago I started being the drummer in a rock group called ‘Dusty Frets’ and we used to perform at parties. Our highlight was playing at Club Member Pete Stewart’s 70th birthday event. Unbeknown to Pete, Trudy had organised us to hide in the function room and burst into song after dinner. A great event that we still talk about. Unfortunately, group members moved away, and we are now ‘resting’. Another interest is watching Speedway although this is not as popular as it used to be.

What is your current daily driver and what do you think the future holds for cars new and old?

Today I drive a modern Peugeot 2008. The future is electric Maseratis but using that electric acceleration, I think I would flatten the battery in no time. As far as Historic Racing is concerned, hopefully it will continue as it is an important part of our motoring history.

Does your other half share or understand your car passion?

NO!!!! Michele and I have just celebrated our Golden Wedding Anniversary and have one daughter and a gorgeous granddaughter but no, she doesn’t share my Maserati enthusiasm.

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

Alfieri Maserati, Cameron Millar, Sir Stirling Moss, and Steve Hart. Racers one and all.

And do you have a favourite book on Maserati?

Maserati – The Grand Prix, Sports, and GT cars model by model, 1926-2003 by Maurizio Tabucchi.



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6 & 7. Favourite pictures of favourite cars at a favourite event. Tony Wood in the Tec-Mec at Goodwood Revival in 2018 and Stephan Rettenmaier at the chicane in his 4CLT (1604) during the 2019 Revival.

8. Evening all. Two thirds of the A-Team back on the Isle of Man in 2018. Keith Davies on the left and Dave Smith on the right.

Do you admire any of the professional automotive photographers and why?

I always enjoy the photographs of Hugues Vanhoolandt, he always takes the shots I would be proud to take.

And you must have a few favourite photos of your own over the years?

I have attached some of my favourite photos helpfully titled ‘Dave’s Favves’.

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

This has always been a mystery, but I don’t fight it. The elegance, exclusivity and history of the marque attract me.

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Profile: 60 years of the Quattroporte

*To celebrate the anniversary of the first Quattroporte, enthusiast and QP V owner, **Maarten van der Hoeven** guides us through each series of the car and introduces us to some other owners.*



On the 30th of October 1963 in Turin, Italian President Antonio Segni inaugurated the 45th 'Salone dell' Automobile'. There were 72 car manufacturers and 21 coachbuilders presenting 524 exhibits including such exotics as the Iso Grifo, De Tomaso Vallelunga, Lamborghini 350GTV and Lancia Flaminia. Most importantly, Maserati unveiled a completely new type of automobile that would become the longest running model in the history of the Trident. The full name of the car was 'Vettura Berlina 4 Porte' or Quattroporte for short. It has been a very important model to the Maserati brand and continues to be just that until the present day and hopefully long into the future. A seventh series is anticipated in the next few years.

Maserati made an audacious move by combining true performance and sportiness with a very luxurious body which featured leather seats and air conditioning. The move has clearly stood the test of time and was also copied by many manufacturers since.

Before the introduction of the Quattroporte, Maserati had produced sports coupes and open top two-seaters but never more than 2+2s. During a conversation between Adolfo Orsi and one of Italy's best known motoring journalists, Gino Rancati, they came up with the idea of placing the engine of a racing car into a saloon. The rest is history.

Series 1: Tipo AM107 (1963-1969)

The first series was introduced, in part, because throughout Europe a wide network of motorways was being introduced. Italy's Autostrade did not have any speed restrictions until November 1973 (introduced because of the oil crisis). Adolfo Orsi junior recalled that his father would drive from Modena to Rome in just over two hours. That would be virtually impossible these days even if it was allowed. The first series had

a 4.2 V8 which produced 260bhp and could reach a claimed top speed of 230km/h.

The Quattroporte became a success with Royalty, heads of state, actors, industrialists, and sportsmen. Swiss *Automobile Revue* magazine defined it as 'the performance champion for the elite'. One of the reasons for the success was that the car was essentially a lounge on wheels, had a larger boot than the typical cars that were being built in those days and was more reliable than other models with a higher output.

The car was also exported to the USA, where federal regulations required twin round headlamps instead of the single rectangular ones used in Europe. This led to the second version of the first series, which was introduced in 1966. A leaf-sprung solid axle replaced the De Dion tube of the earlier version which did not prove very popular and was challenging to maintain. The interior was also completely overhauled and now featured a full wooden dash panel. In 1968, the engine was

upgraded to an optional 4.7litre version which produced up to 290bhp. A claimed top speed of 240km/h could now be reached.

The body design was by Frua and was linked to his design for the 5000GT, but in saloon proportions. It was a timeless yet dynamic design without showy excesses. This design approach has been used ever since the first series and makes the Quattroporte stand out in the crowd but in a calm and composed way.

A total of 776 series I were built and that is a high production number compared to its grand touring 'rivals' of the day such as the Aston Martin Lagonda Rapide, of which only 55 were made.

1. Later first series Quattroporte on a Maserati GB display at Goodwood House to celebrate the launch of the QP6 in 2013. All photos: Michael Ward unless credited.

2 & 3. Early first series QP with single headlights and the original dashboard, which inspired the Series 2 Sebring. The central air conditioning plant dominates.





4. Mike Marczynski's late Series 1 car. Wire wheels were still an option at the time, though rarely specified.

Photo: Historics Auctions.

5. One of the two Quattroporte Frua prototypes, this is the second car (004), built to special order from the Aga Khan and now owned by Steve Dowling.

Quattroporte. This was on his own stand, not that of Maserati but its intentions were clear. It was a suggestion to Maserati of the replacement for the Tipo 107.

One visitor to the Show was the Aga Khan, long term customer of Maserati, who always wanted his cars to be unique. He fell in love with the new version, only to be told by Frua that the car they were presenting was merely a prototype, but that they would build him a completely new car. He eventually took delivery of this second car in 1974.

However, by now Maserati were owned by Citroën and the French company preferred to start development on the Tipo 123 instead. Therefore, only two of these Frua cars were built.

While the Aga Khan took delivery of the second car, AM121.004, the first car (AM121.002) was eventually refurbished by Frua and then sold to the King of Spain.

Although both based on the late

Series I owner: Mike Marczynski.

Mike owns AM107.2400, which was originally delivered new to Australia and is a rare right-hand drive example. The original colour was Luci di Mezzanotte with white leather trim. It is now presented in a beautiful blue exterior paint with blue leather and stunning walnut veneer. In 2014, Oldtimer Australia purchased the car and sold it to a UK collector. The car then graced the streets of West London after recommissioning work in 2015 was undertaken by Adam Redding. £30,000 plus was spent to bring it into good condition.

Mike was smitten by the Quattroporte when it was offered for sale by Historics in 2021. Alas it was snapped up by another purchaser whilst Mike was on holiday. Not giving up easily, he searched for it on the internet and found it in Bristol. Bristol Classic Car Restorations had

been engaged by the new owner to attend to some minor items and sell the car. A sale was agreed with Mike after a short test drive even though it was running a bit 'lumpy'. After Harry at JPR Tuning worked wonders with the carburetors, the car was used for the daily commute during the summer! Considering this is a 1968 car it is a revelation to drive with a 5-speed box, electric windows, and disc brakes all round as well as power steering. Once on the move only fourth and fifth gear are needed as there is plenty of power available. Testament to the reliability of the car it can be used as a daily driver even though AA membership was arranged just in case.

Series Prototypes: Frua Tipo AM121 (1971-1974).

At the Paris Salon in October 1971, Pietro Frua presented a new Maserati





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Indy chassis, there are differences between the two cars. Apart from numerous cosmetic changes, the first car has late Ghibli wheels and a 4.7litre version of the Maserati V8, whereas the second example has the Khamsin wheels and a 4.9litre V8, no doubt to ensure it complied with the Aga Khan's ambitious performance demands.

Frua Prototype owner: Thierry Dehaeck.

Thierry's car is the first example, chassis 002. After the Paris Salon in 1971, the car was displayed at numerous other Motor Shows including the 1972 Geneva Motor Show, the Trophée des Journalistes in Monaco prior to the 1972 Monaco Grand Prix and eventually the Salon

Internacional del Automovil de Barcelona in 1973 and then again in 1974, after which it was purchased by the King of Spain.

It remained in Spain for many years but then was sold at auction to Alfredo Brener from Houston, Texas, who also owned 004. The next owner, Bruce Milner, of Los Angeles, also owned both cars but sold them separately. Eventually, Thierry bought the car at an auction run by RM/Sotheby's in November 2021 as part of the sale of the entire Guikas collection.

(Ed – By coincidence, both cars have recently been reunited again as they both took part in the MIR event in Spain this year. See the article on Page 78.)

6. Rear view of 004 in 2018.

Frua built these bodies on stretched Indy floorpans.

7. Over the years, the two Fruas have been reunited a number of times. This was in Houston in 2003 when both were owned by Alfredo Brener.

Photo: Phil Ward.

8. Thierry Dehaeck's Frua, 002, photographed at the recent Maserati International Rally.

Photo: Maserati Club Spain.

Series II:

Tipo AM123 (1974-1978).

The oil crisis of 1973 led to a challenging environment for prestigious marques, and some were not able to continue their automotive journey. In 1967, Maserati President Orsi met with the Citroën President Monsieur Bercot about Maserati supporting Citroën in developing a new all-aluminium engine for the proposed flagship Citroën.

After initial scepticism, both became very enthusiastic about the engine and the cooperation between Citroën and Maserati became much closer. By June 1971 Citroën owned 100% of the Maserati shares.

Just when the Bertone designed Quattroporte II body was to be introduced with a 3litre V6 engine the oil crisis hit and the financial difficulties of Citroën came to light. Peugeot bought out Citroën and foreign assets (e.g. Maserati) were liquidated.

The Quattroporte II was based on a Citroën SM chassis and made use of 'typical' Citroën hydropneumatic



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suspension and variable power-assisted steering. The car also had front-wheel drive which meant the cabin was more spacious. The Bertone bodywork was typically well received but ultimately only 13 Tipo 123 cars were made. Six were sold in Spain and seven in the Middle East. There are only seven Tipo 123 cars known to still exist. Four are in driving condition whilst three need to be completely restored.

Series II Owner: Thierry Dehaeck.

Thierry Dehaeck also owns a Quattroporte II which was completed in 1974. It is chassis 008 and the only

one with headlight wipers. It was used by Maserati for most of their brochures on the car. It has only had three owners (including the current one). This is the car that was displayed at five Motor Shows: Paris, Turin, Brussels, Amsterdam, and Barcelona.

The car was sold in Spain following display on the Barcelona Motor Show. The first owner, Roura Fernandez, was the custodian until September 2013 when it was sold to Bernard Guenant of La Roche-sur-Yon, France. The current custodian has owned the car since February 2019.

The second owner had only

arranged for a cosmetic restoration, but the current owner commissioned a thorough mechanical restoration which took more than a year to complete. The rebuild covered dismantling and overhauling the engine as well as gearbox. Numerous parts needed to be hand made.

**Series III:
Tipo AM330 (1979 – 1990).**

Following the takeover by Alejandro De Tomaso, backed by the Italian government, the third series of the Quattroporte was a completely new car. The design was left in the very capable hands of Giorgetto Giugiaro

9. Probably the most used of all the Quattroporte II cars is 004, which was owned for many years by Edwin Faulkner. Seen here polishing the door handles at Goodwood during the 2009 International.

10. Thierry Dehaeck's Quattroporte II chassis 008. This was the original brochure car used by Maserati before being sold to Spain.

Photo: Thierry Dehaeck.



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11. This very original Quattroporte Series III is owned by Mark Guterres and has been seen on a few club events. The Giugiaro design provided some of the 'house style' for the Biturbo, both externally and internally.

12. The Series III dash panel features the most pointless instrument fitted to any Maserati, the fuel economy gauge! However, overall fuel consumption of the classic V8 is actually better than some of the modern V8s, as long as one stays out of city traffic.

13. John Connor's Concours winning QP III.

and his company ItalDesign.

After the unusual specification of the Series II cars, this new version saw a return to the ethos of the first series model, though it had a more formal rather than a sporty appearance. The third series was first introduced to the public at the Turin Motor Show held in the autumn of 1979.

The President of the Italian Republic, Sandro Pertini, as well as the head of the Senate Spadolini both acquired dark blue examples which

were both armoured at great expense as the 1980s was a challenging period for politicians in Italy. The third series was also successful on screen and featured in films such as *The Godfather III*, *Miami Vice*, and *Rocky V*.

The American magazine *Road & Track* wrote: 'Not only are the deep leather seats as plush as those in a British gentleman's club, but the car can also be happily hustled around a track. Where the Maserati heritage shows up is in the overall feel of precision in cornering. Although the Quattroporte naturally tends to roll and understeer a tad, that doesn't stop it from staying on the racing line as if it were on rails.'

The engine was the well-known V8 with either a 4.2 or 4.9litre version. Maximum power was 300bhp and the less powerful version sold a comparatively small number of cars. During its lifetime a total of 2110 were sold when production finally ceased in 1990. The last 51 examples featured updated trim and cosmetic embellishments and were known as 'Royale'.

Series III owner: John Connor. My car is a 1985 model of the more common 4.9litre V8 variety with automatic transmission, which was purchased new by the Valerio family from a dealership in Treviso. The family then moved to the UK and



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imported the car at that time. It remained in the family until my acquisition in 2012. The bodywork was in very good condition, there was just some mechanical recommissioning required before active service could recommence. The inaugural drive involved collecting from McGrath's and heading for a Club Concours event where it stole first prize. Since then, it has attended many Club events including overseas jaunts. It has also made many visits to

Italy on family holidays to the Adriatic coast which, naturally, have included obligatory pit stops in Modena. The cavernous boot coming in quite handy for loading up with Parmigiano Reggiano and Lambrusco. Some straight lines, reflective of the designs of the era, created a Giugiaro shape with huge presence in more ways than one. The regal aura as enjoyed by presidents, opera singers and film stars amongst others, however, does not stop the QP3 from

pressing on with gusto when required and as mentioned earlier, it can handle itself surprisingly well on a track.

Series IV:

Tipo AM337 (1994 – 2001).

Fiat took over the full shareholding of Maserati from Alejandro De Tomaso in 1993 after he fell seriously ill. Under the new owners, the fourth generation of the Quattroporte was designed by Gandini. The model was built on an evolved and stretched version of the Biturbo/Ghibli floorpan.

The fourth series is the most compact version of any Quattroporte built to date. The first example was presented at the 1994 Turin Motor Show. Initially, the car was solely available as a V6 version with either a 2-litre or 2.8litre version. The former version was available in the Italian market as Italian taxation heavily penalised engines with more than 2-litre displacement.

As the fourth series weighed over 300kg less than the third series Quattroporte due to the compact body and powerplant and with the V6 engine producing around 290bhp, it could reach 255km/h.

14. QP IV. This is an early V6 engined version, though the wheels are confusing, being from a Ghibli GT. V6 cars were very popular and like this one, which belonged to Austin Trueman, capable of high mileages.

15. The QP IV V8 that came later connected the older Shamal engine with the 3200GT and can provide plenty of politically incorrect analogue entertainment.

16. Rob Jenner and Letitia Mace's QP IV V8, seen here on a tour of Orkney, appropriately outside the Italian Chapel. Photo: Letitia Mace.

17. Monaco baby, natural surroundings for the QP V. This is a pre-facelift model of the Pininfarina classic design.



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Once Ferrari took over Maserati in July 1997, the improved Evoluzione V8 version was brought out, first presented at the March 1998 Geneva Motor Show. Half of the main components of the car were new. When production finally ceased in May 2001, a total of 2375 cars had been produced which included 940 Evoluzione versions.

Series IV owners:

Rob Jenner and Letitia Mace.

Having sampled the delights of a Quattroporte V and become more involved with Maserati through the owners' club, we began to wonder how an earlier Quattroporte IV might compare. They found a 1997 3.2 Ottocilindri, a very rare car, as most that arrived in the UK were 2.8 Seicilindri. Only 34 RHD examples were produced and exported to Australia, Malaysia, Singapore, Thailand and Hong Kong, as well as the UK. At that time only seven of these cars came directly to the UK and this example was the first in the UK. Manufactured in March 1997 and first registered in May 1997 to Mario Tozzi-Condivi in the Isle of Man. It is understood that the car was personally collected from the factory in Modena by MTC himself, who was Maserati importer to the UK for many years.

Under our ownership the car has covered around 50,000 miles including around Scotland, Shetland and Orkney and falling in love with its erratic behaviour; nothing happens under 3000rpm, then suddenly you find yourself heading straight to the scene of the accident. Contrary to popular opinion, the car has not let us down. Perhaps, as it was to be the boss's car, they made sure it was right?

Series V: M139 (2003-2012).

In September 2003 the fifth generation of the Quattroporte was unveiled at the Internationale Automobil-Ausstellung in Frankfurt. For the first time in the history of the event more than one million visitors attended. Even though not all of them may have come to see the latest version it was still a significant milestone as around 25,256 fifth generation cars were sold. By far, the most successful generation of the Quattroporte, it was designed by Pininfarina, which was only allowable following the Ferrari takeover of Maserati.

It was 1999 and Sergio Pininfarina was quoted as saying: "Naturally enough, we had always hoped that we would one day design a big, classically Italian saloon and we even

tried to do that with the Ferrari Pinin. But thanks to the Quattroporte, that dream has become a reality."

The fifth generation was most certainly a successful design and was awarded 57 separate awards of which most were linked to its design. No other series collected so many accolades. Pininfarina must have been delighted with that level of recognition over the years of production.

As with the first series, the engine up front was initially a naturally aspirated 4.2 V8 which produced 400 bhp. The later version of the engine grew to 4.7litres and produced up to 440bhp. It was offered with a robotised manual transaxle gearbox known as Duo Select and then from 2006 with the option of a ZF Automatic conventionally located behind the engine.

The later version could sprint in around five seconds to 100km/h and reach a top speed of around 280km/h. A very respectable set of figures considering the car weighed more than 2000 kilos.

Series V owner:

Maarten van der Hoeven.

My Quattroporte Sport GTS was first delivered in January 2010 to Earl Spencer, brother of the late Diana. He





was custodian of the car until it was sold to the second owner residing in Jersey. I bought the car as the third owner since September 2017.

Maserati and particularly the Quattroporte has always held an appeal to me as its timeless and elegant design mean that most people may not even realise there is a very special car in front of them. Many Quattroportes featured on screen, and it was no different for the fifth series which graced the French 2011 film 'The Intouchables.' In the film, the owner becomes quadriplegic and hires a young carer just released from prison. They become close friends and the carer 'Driss' gets to exploit the wonderful sounds of the Quattroporte through the streets and some of its tunnels in Paris. It was this film that convinced me to own a Sport GTS.

Even though, the recommended service schedule suggests every other

year or after 6000 miles I have the car serviced every year and for the last five years by Stewart Roden. Stewart previously and very successfully ran Scuderia Ecosse. My GTS is being kept in a garage during the winter months as the car has a steel chassis and secondly because all those horses and torque are hard to keep under control in the Scottish climate. The car is treated with due care and attention, and as a result, has been trouble-free in my ownership.

As of first quarter 2023 there are 46 licenced and 10 SORN, in the UK.

Series VI: M156 (2013 – 2023).

In 2009 Maserati decided that style was a prime component in the identity of the marque and hence the Quattroporte sixth series would be designed by Maserati. This was a revolutionary move away from the previous external designers such as Pininfarina and Gandini. Much like

the fifth series the current version was a completely new car. It shared some of its underpinnings with the Ghibli, but the dimensions increased to 5260mm. The design has once again demonstrated that it can stand the test of time and portray sportiness and dynamism.

New engines were developed and for the last time in cooperation with Ferrari as a decision was taken by management of the prancing horse to no longer provide engine support to other marques going forward. There was a V6 and V8 option and even a diesel version. In the latter stages of the life cycle, a Trofeo edition was introduced. The engine was a twin-turbo V8 producing an enormous 580bhp. The output had more than doubled since the introduction of the first series back in 1963.

Even though the sixth generation is larger than the previous one, Maserati made more use of aluminium and



18. Author Maarten van Der Hoeven's QP V GTS, the car that inspired this article. Photo: Maarten van der Hoeven.

19. Simon Davies' QP VI Trofeo seen here at the circuit de Catalunya during the recent MIR Rally in Spain.

Photo: Simon Davies.

20. Early version of the QP VI shows the discreet elegance of Maserati's in-house design.

21. The QP VI Trofeo is the latest in a long line of very high performance Maserati saloons and an instant classic.

consequently reduced the weight by 100kg. The start of the production coincided with the opening of the new Maserati factory at Grugliasco which had been used for 50 years by Bertone.

Series VI owner: Simon Davies.

My car is a 2022 registered Quattroporte Trofeo in Nero Ribelle with Pieno Fiore leather interior in nero with rosso stitching. The car is black with red accents throughout, with red brake callipers and Trofeo badging, 21-inch forged aluminium alloy wheels and red detailing on the bottom of the three side vents. Maserati's Trofeo range are well equipped and this one has a number of additional factory options. It is luxuriously appointed, and the rear

seats provide plenty of room for my 6 feet plus sons and the boot easily copes with a family's luggage.

It has the fabulous Maserati V8 in its last, and most powerful iteration, producing 580bhp at 6750rpm and 730Nm of torque. This power unit is a joy to behold, set well back under the bonnet, and although derived from the Ferrari F154 cylinder block, the crossplane crankshaft, special camshafts and high-tumble cylinder heads, wet sump lubrication system and parallel twin-turbocharged, twin-intercooled induction system are all Maserati's own. It is an awesome powerplant, capable of producing a top speed of 203mph, which is highly impressive given the car's weight of 2.6 tonnes. Apparently, it also makes the QP Trofeo the fastest (top speed) car in the current Maserati line up (according to H.R. Owen, from whom I bought the car new in early 2022). The car uses a ZF 8 speed automatic box, with flippers on the steering column, allowing the driver to exploit the enormous performance and agility of the car.

Why did I buy it? It is a luxury saloon car fitted with launch control! What is there not to like? It is full of Italian elegance with supercar performance and the only car I have ever owned where a stranger has referred to it as "the pretty car"! Who else makes anything that compares? It

can also be extremely polite and docile, and my wife also enjoys driving it. I will also admit that the Trofeo decision was a conscious one; because of the end of the run V8 and the model's comparative rarity.

The car has now done 10,000 miles and is still under the manufacturer's warranty, but I have had no negative experiences to report so far. I am fortunate that H.R. Owen Maserati in Hatfield is just four miles away from my home and have looked after me superbly (when required).

I recently returned from the Maserati International Rally in Barcelona where the car performed beautifully, clearly as a Grand Tourer well suited to the French road network, including when we travelled 800 miles in 10 hours on one day on the way back as we made a rush for the Channel ports. Both car and driver were very relaxed at the end of the day during which our only stops were for fuel (three times). The car is fitted with a GPS system that identifies fixed and average speed cameras with a loud audible alarm and averaged 22mpg on the journey, which is indicative of its motorway performance. It is less frugal on the school run averaging around 12-14mpg around town.

I understand that the car is one of only two RHD Quattroporte Trofeo's registered in the UK new in 2022.



Prototypes at Panini

*Some of the most interesting cars of all are the ones that didn't make it. Back in the early 2000s, **the Editor** wrote a series of articles for *Auto Italia* on cars from the Panini Museum in Modena. Amongst the star cars were these two unique prototypes, which rarely see the light of day. **Roberto Giordanelli** also added some driving impressions, though the test was limited to the long driveway of the famous 'Hombre' Farm. He has worked with less.*



The importance of these two cars as Maseratis is but a fleeting one. Both are rushes that ended up on the cutting room floor. Sure, they share that magnificent mainstay of Maserati production throughout the period, Alfieri's glorious quad cam V8, and because of that they carry the proud trident on their noses, but they are also-rans.

Along their varied flanks, they also boast the names of their Carrozzeria,

Ghia and Italdesign. The two are so totally different in concept that it may come as a surprise to learn that they were both styled only six years apart by the same man, Giorgetto Giugiaro. As suggested new models passed over by the Maserati management, Simun and 124 will never feature greatly in the history of the Trident, yet as markers in the career of one of Italy's finest designers they form a significant part of a greater story. In order to tell that story we must turn

the clock back to 1963, and like many stories that concern Maserati, there is involvement from a certain Argentinean.

Alejandro de Tomaso first approached the Carrozzeria Ghia in 1963, ostensibly as an innocent abroad who was looking for a company that could build his Vallenga project. The original design had been by Mario Fissore, but following a spat with Fissore, of the kind that would become his hallmark



in years to come, de Tomaso now looked elsewhere for production of his pert four-cylinder. He was accommodated at Ghia and from small beginnings, became one of their best customers. By 1965, he had also been appointed General Manager.

Later that same year, Ghia took on a new chief designer, Giorgetto Giugiaro. For the next two years, Giugiaro produced for the Torinese concern what for mere mortals could be judged as a lifetime's work,

including the seminal Maserati Ghibli and De Tomaso Mangusta. Of the significant others, one was a small electric car built to showcase the electrical engineering skills of the American company Rowan Industries. The Rowan Elettrica was merely a concept but the connection between Ghia and Rowan was due to de Tomaso.

The Argentinean had married a wealthy American woman named Isabell Haskell. Not only was the

President of Rowan her brother-in-law, but the chairman of the board was her brother. De Tomaso's marital status had done his financial standing no harm at all.

Ghia had enjoyed a long history of collaboration with the American automotive industry and another of the Giugiaro projects of this period was the Thor, based on the bizarre front-wheel drive V8-powered Oldsmobile Toronado. Also only a concept, but one that forms another



1



2

1 & 2. Compare the rear view of the Simun when new (b/w) and today. There have been changes to the rear lights and the exhaust tailpipes from the original concept, no doubt to make the car more functional.

Note how the bootlid line dips between the lights, a Giugiaro detail used on the first Ghiblis too.

Archive Photos: Editor's collection.

All other photos: Michael Ward.

3. The interior of the Simun, a bespoke dashboard but populated with familiar instruments and switchgear.



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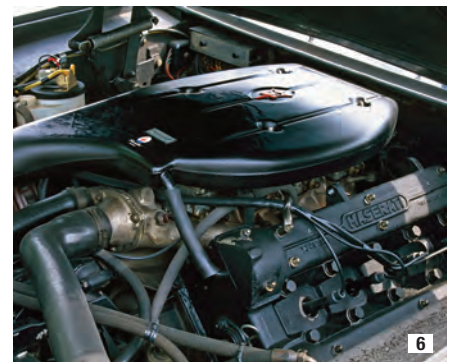
4. The front of the Simun when new. This photo likely taken outside the Ghia premises in Turin.

Photo: Editor's collection.

5. Chassis plate of the Simun shows an AM116 number, which is the Tipo for an Indy.



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6. The engine is a mid-series 4.7 litre V8 with wet sump, as per the Indy and Mexico.

7. The similarities to the Oldsmobile Thor are most noticeable from this angle in the heaviness of the rear three quarter treatment.

Not Giugiaro's finest hour.



7

element of our continuing tale.

Reading between historical lines, one can sense that there was tension between Giugiaro and the rising tide of de Tomaso management at Ghia. For a start, his salary at the time was similar to that of only a junior stylist at General Motors who may spend a year designing door mirrors. The Giugiaro history 'Car Men' states that on the 7th February 1967 Giugiaro ran for cover from Ghia as de Tomaso took control. Cleverly though, and in probably the most significant move of his career, Giugiaro left to set up Italdesign (nee Ital Styling) not only with the backing of former Ghia customer Isuzu, but also with a number of projects that were work in progress. He knew that de Tomaso would be forced to re-employ him on a consultancy basis in order to see these designs through, so providing his infant company with guaranteed business.

He had escaped just in time, as de Tomaso was about to pull off one of his famous deals. At the time the majority shareholding in Ghia was owned by one Ramadas Trujillo, son of the notorious Dominican dictator, and in a predictable display of excellent timing, de Tomaso bought the shares off Trujillo when he was at his lowest, languishing in a Caribbean jail. So, having purchased Ghia for a song in May of 1967, de Tomaso then immediately sold it on to Rowan for \$650,000, simultaneously promoting himself to Chairman of the Board.

The musical chairs having stopped temporarily, de Tomaso then focused on the 1968 Turin Show and his new Maserati design (finished by subcontractor Giugiaro), which would surely be taken up by the Maserati management. After all, Giugiaro was the current golden boy, having invigorated Maserati sales with the Ghibli. They had even named the new car after an African wind – a Maserati tradition. It was called the Simun and,

in addition, they also had the Ghibli Spyder design on their stand. A sure thing or so he thought.

Simun took its mechanical parts from the existing Mexico. A 4.7litre wet sump V8 with a ZF gearbox and leaf springs for its Salisbury rear axle. Although the brief from Maserati was for a four-seater GT car, less sporting in nature than the Ghibli, Simun displays none of the brilliance for which Giugiaro had become known. It remains an unremarkable design, important mostly for its distinctive rear wing treatment and its similarity to the Oldsmobile Thor. The main theme that Giugiaro explored with both of these designs was the peculiar rear wing line. On the earlier Thor there is a distinctive downward sweep of the rear wing which commences before the rear wheel arch. On Simun, the same sweep is present yet moved a few inches further back and almost over the rear axle line. From pictures of the car in production at Ghia one can speculate that it may have started out as a Thor and was then modified to suit the smaller Maserati chassis dimensions. To suggest that it was merely a re-hash of the Oldsmobile, however, would be doing the designer a disservice as all design is a question of progression, yet one senses that, taking all of the above into account, Giugiaro did not try too hard. After all, soon he would have bigger fish to fry.

Unfortunately for de Tomaso, the Citroën and Orsi family combine that now made up Maserati's management also felt that the Simun was unremarkable, and so another 1968 Turin Show exhibit was chosen as their new car – the Vignale-built, Virginio Vairo designed Indy. Slighted, de Tomaso wreaked his revenge. Firstly, he refused to honour Giugiaro as the designer of the Simun, the inference being that he did not pay either! The naive Giugiaro was not then equipped to deal with such

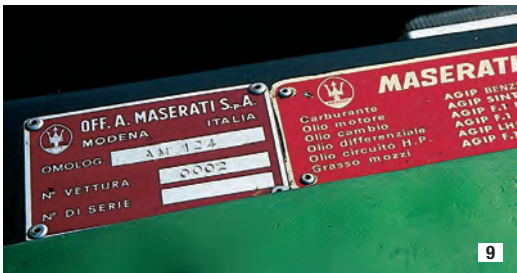
manipulation so he ended his consultancy for the old firm with a sour taste in his mouth. On the pretence of finding a production facility large enough to build his new Pantera, in 1969 de Tomaso also persuaded Rowan to buy a 70% stake in Vignale. In his history of De Tomaso, Wallace Wyss even goes so far as to suggest that after the takeover, Maserati were forced to find small coachbuilders in the Modena area in order to continue Indy production. I think that unlikely, as by now even the elders drinking café corretto outside every bar in Modena knew that for de Tomaso the ultimate prize was Maserati itself, and he would not wish to completely destroy the Trident.

Free of Ghia, Giugiaro and Italdesign flourished and re-established connections with the new Citroën owners of Maserati. These resulted in the Bora and the Merak which were put into production. However, in 1972 he had something special up his sleeve. The Bora-based Boomerang concept became the darling of the International show circuit and it seemed that once again Giugiaro could do no wrong. It was, therefore, easy for Italdesign to suggest that Maserati send them a chassis upon which Giugiaro could create a successor to the Indy or an alternative to the Bertone-designed Khamsin that had gone into production in 1973. The prototype chassis that arrived used a combination of Khamsin and late Indy features, such as the 4.9litre dry sump version of the V8, the Citroën-derived high-pressure steering, and a form of independent rear suspension that was part Khamsin, part Bora. The result, known as Coupe 2+2 or 124 (an in-house Maserati chassis tipo rather than a name) and finished in a lurid green colour was presented at the 1974 Turin Show.

It was another progression of



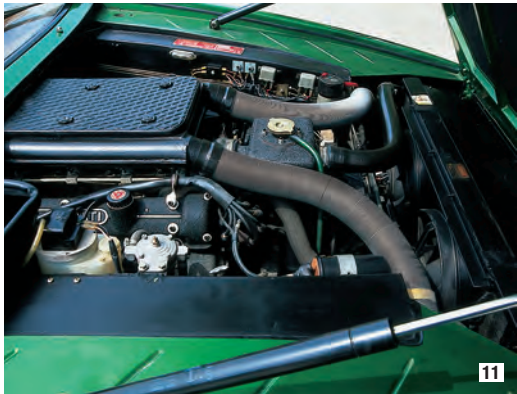
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8. *The Coupe 124 shows how quickly Giugiaro's thinking had moved on from the Simun. Not in itself a particularly cohesive design but full of ideas that will find their way into future designs.*

9. *The underpinnings of the Coupe were bespoke enough to warrant it receiving its own Tipo number, rather than share that of a production model like the Simun did.*

10. *Similarities to the Lotus Esprit are most prevalent in the front view.*

11. *Although visually similar to the V8 in the Simun, this version was a 4.9litre from a late Indy.*

12. *Fantasy interior for the time and now massively retro cool. Note the saddlery bags on the front of the door cards. Inspiration for Pagani many years hence perhaps?*

13, 14 & 15. *Archive photos of the car when it was new. Like the Simun, over the years details have changed. The addition of reversing lights, the production exhaust system and even the rear bumper, which no longer has any 'wrap around'.*

16. *Roberto finding the limits of the Simun within the confines of the Panini farm.*

Giugiaro's thinking and obviously inspired by the Boomerang – an amalgam of uncompromising straight

lines. Add more than a little Lotus Esprit, especially at the front (Giugiaro had completed that project for Colin Chapman in 1972), and with an elongated centre section to provide seating for four adults, the completed car was, perhaps euphemistically, ahead of its time. Certainly the Maserati management thought so as their reaction was famously negative.

Undeterred, Giugiaro continued to produce speculative sharp-edged concepts for Maserati, including the Medici, the first version of which had debuted along with the 124 at Turin. Paradoxically, the next Giugiaro design to be put into production by Maserati was in no way cutting edge, indeed it was almost retro in its lines; enter the 1976 Quattroporte series 3. And the man who commissioned this project? None other than the new boss at Maserati, our old friend Alejandro de Tomaso.

The only features of the 124 Coupe to be carried into production by Maserati were in the interior. The use of buckled belts to bunch the leather seat portions was refined to just stitching for the Quattroporte, but continued in this form throughout the eighties in the various Biturbo derivatives. Also the use of tartan became a Maserati hallmark. Both 2litre and late SS Meraks used tartan in

their interiors, and even the Barchetta of 1992 also has tartan seat cushions.

What happened to the concept cars? De Tomaso took the Simun with him after he had sold Ghia to the Ford Motor Company in 1970 – another cracking deal – and it found its way into the Maserati factory collection when he took control of the Trident. As an aside, he also kept track of the Oldsmobile Thor which for many years resided in the De Tomaso factory collection. The 124 was road-registered and may have been sold off privately. The popular interpretation, though, is that it stayed at Italdesign for some years before ultimately finding its way back to join the Simun at Maserati.

When de Tomaso sold the balance of Maserati to Fiat in 1997 – yet another great deal – the cars that had formed the factory museum were kept back and Robert Brooks was engaged to auction the entire collection. At the last minute, Umberto Panini stepped in on behalf of an Italian consortium and bought the collection to keep it in one piece and most importantly to keep it in Italy. The Simun and 124 Coupe have been enjoying their retirement on the Panini farm south of Modena ever since, which is where Roberto Giordanelli caught up with them.



16



Driving unicorns.

It's the same with the designer clothes business – even if you already have healthy sales, you still make a range of 'experimental' designer gear for the catwalks. Sometimes as showpieces, sometimes to gauge reaction.

What we have here are two Maserati 'catwalk' cars.

Unsurprisingly, both cars drive according to their Mexico/Indy and Khamsin underpinnings. The blue car has that good, solid fast truck feel of the former. Lots of burbling 4.7litre V8 torque. A red line at 5500rpm, a conventional 5-speed layout with an easy action gearlever, which drops straight into the gearbox. 'Pre-Citroën', there is a conventional braking system, and conventional power steering system with 3.5 turns between very useful locks. Just as well because the big blue 2 plus 2 takes up a lot of space. Heavy for a supermodel (it was the Twiggy era), the Simun would need a big, strong catwalk.

Despite its sheer size and weight, it is easy to drive. Sitting position is good, pedals good, visibility good, but the adjustable Ferrero wood rim wheel

is at too flat an angle. Not as bad as some Ferraris of the period, this Maser, despite its odd ball looks, is a useful reminder that the Trident has always been a match for the red cars from Maranello.

In the dying days of live rear axles, the Simun has the Indy's axle suspended by very old-fashioned leaf springs. While the enormous unsprung weight of the live axle is a disadvantage for fast cornering on bumpy roads, on really good surfaces it does at least offer constant camber angles and reliable rear tyre footprints. If you like safe sideways action these old Maseratis will oblige. Like a Ferrari of the period, the blue car is a fast truck, but an easy and very rewarding one to drive.

We are well into the era of flared trousers now. It's 1974 and a lot more design effort has gone into the green car. In the six years since designing the Simun, Giugiaro's earlier Armani-esque simplicity of cut has evolved into an extravaganza of Vivienne Westwood whackiness. With its later Khamsin running gear, the 124 also feels more modern. Now into the

Citroën era, the steering and brakes feel like nothing else outside a video game. The zany 2 plus 2 interior is very comfortable. Cubby holes and secret pockets abound. As with the blue Simun, there is air conditioning in the green car also – very cool. The brown leather is still beautifully soft. Whackiness continues in the way the door glass moves in slightly as it drops down into the door.

Dynamically, the most bizarre features are the hydraulic operation of the brakes and steering. The first time you drive such a Maserati (or Citroën), your control inputs are too great and the car ducks and dives as if driven by Mr Jerky. Once you get used to it, it's quite good and, after a while, it is the normal cars that feel wrong. A good effort by the designer, but you can't help feeling that he knew all along that it was a design exercise.

Rare as rare can be – in both cases – the Simun and the 124 are not as good as the Indy or Khamsin that you could buy off the peg.

My thanks to Matteo Panini for his generous assistance in allowing me to drive the cars from his collection.



17. Curiously, the strange rear wing shape works much better in sideview, giving a light airy feel to the cabin.

18. At speed in the 124 on the Hombré Farm approach road. In 2014, both cars made a rare appearance away from the museum when they were displayed at the Chantilly Concours near Paris.

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*It's 25 years since Maserati stunned the world with the 3200GT. It's also a similar amount of time since a youthful Frank Stephenson had to tell Giorgetto Giugiaro its defining styling feature was to be binned for its follow-up. This candid interview with **Nathan Chadwick** was first published in the excellent Magneto magazine and is reproduced here with thanks.*

Franks Stephenson, then the first ever Design Director for Ferrari and Maserati, recalls: “The second time I met Luca Cordero di Montezemolo was one of the worst, most awkward experiences of my life,”

It's all to do with the Maserati 3200GT, which this year celebrates its 25th birthday. Penned by Giorgetto Giugiaro with an Enrico Fumia-styled cabin, it would be the last purely Maserati built and designed engine to feature in a Trident-badged car until the MC20, two decades later.

Though never officially imported into the USA, it was a sales success – well, in relative terms. In four years, 4795 rolled out of the factory, nearly

double what its Ghibli II predecessor managed in six years. It did much to reignite interest in the marque, and the next challenge was returning Maserati to the USA after an 11-year hiatus.

Out went the twin-turbocharged engine, in came the Ferrari/Maserati F136 naturally aspirated V8. The new car (called the Coupe or Spyder, but now known colloquially as the 4200) would retain much of the 3200's exterior style, but the 3200's stunning LED Boomerangs had been removed, replaced with disappointingly ‘normal’ lamps at the very last moment – and in the years since, numerous theories have sprung up as to why.

“It had nothing to do with US

regulations, quality control, or anything to do with the Japanese,” chuckles Frank, citing several conspiracy theories. “Montezemelo called me into his office; he told me that I was going to ItalDesign to review a few things. Then he asked me what I thought about the taillights on the 3200...”

Frank was a big fan. “I mean who comes up with an idea like that? Today they're normal, but back then in the age of square tail lamps Giugiaro had come up with a brand-new idea, so I told di Montezemolo I thought they were a stroke of genius,” he recalls. However...

“Then he said: ‘no you don't’. But I said, ‘yes I do’. Then he said, ‘no, no,





no – no you don't.' – I was thinking, am I getting into an argument here?" Frank remembers. Despite an illustrious CV at Ford, BMW and MINI, Frank admits that just starting best design job in the world meant he had serious imposter syndrome – and now he was under strict instruction from the boss to go down to ItalDesign and tell Giorgetto Giugiaro that he didn't like the signature part of the 3200 design.

"The next Tuesday I'm at ItalDesign's showroom area; I didn't speak Italian at the time, so I had a translator from Ferrari with me. Giugiaro's showing me the cars, and

then we come to the back end of the 3200, looking at the Boomerangs," Frank recalls. "So I ask the translator to tell him I don't like the taillights, and they need to change – he flipped".

"Giorgetto has a fairly high voice to begin with, and it just got higher – it felt like I was being screamed at by an angry Italian housewife," Frank says. "So I asked the translator, and he said not to worry, 'I won't tell you what he said' – but I was shaking in my boots because I was telling the god of design what to do, who the hell am I?"

In the end the lights were changed

for the launch. "He was so angry, he designed the most boring thing he could come up with, and that's what we went with," Frank says.

So why the determination to mither the master? "I later found out Montezemelo wanted to establish my rule within the Ferrari group, and unless I made a big statement, it wasn't going to happen," Frank muses. "My job was to make these guys listen to me – and it worked. Giugiaro and I ended up being very good friends, but it was a terrible experience – there was no real reason to change the lights."

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The 15th of June 1963

60 years ago at Le Mans, Maserati enjoyed two fleeting hours of glory with the Tipo 151. Trident is delighted to introduce this article by the French Maserati historian and author **Michel Bollée**, which tells the story of that fateful day. Translation from French by **Marie-Elisabeth Deroche-Miles**.

There had been a prelude in 1962. It is Sunday the 24th of June 1962 at Le Mans and night is shrouding the circuit. It is nearly 2.00am when the Maserati Tipo 151 n°4 (chassis 002) rejoins its pit after covering its latest set of 10 laps. That is not much. Maurice Trintignant gets out of the car and the

mechanics rush to change the tyres for the umpteenth time.

The initial problem had been due to an oil spillage on the track, creating a trap that Trintignant fell into, causing a slide from which not even he could prevent the rear left-hand side of the big coupé from hitting the barrier.

Once damaged, the spring system

on the De Dion axle was not doing its job anymore. While cornering, the road holding was becoming more and more tricky as the back wheels were no longer parallel. The car began to burn tyres and from then on, wheel changing was occurring at an alarming pace.

Although it was holding 7th place,



the Maserati did not start again. Colonel John Simone, the team boss, threw in the sponge, not wanting to risk the life of his drivers who are facing the risk of a tyre bursting. "Believe me", he said later, "it was with a heavy heart that I ordered retirement. Lucien Bianchi and Maurice Trintignant still had a mechanically intact car at 2.00am".

Less than a year later, on 6th and 7th April 1963, the Maserati Tipo 151 was back in the Sarthe for the traditional preliminary practice weekend. Although its bodywork is identical to that of 1962, it is in fact hiding some important modifications, the most important of which is the V8



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engine, which is now fuel-injected and with an enlarged 4941cc capacity over the previous 3944cc. The flexible De Dion axle has been replaced by a fixed axle. The oil tanks have been moved from the back. The fuel tank capacity has risen from 119 to 135 litres. The consequence of all these changes means a 60kg weight increase. While the Ferrari drivers were madly chasing the best time at the wheel of the only Ferrari 250P entered, those of the Maserati France car, the American Lloyd 'Lucky' Casner and the Frenchman André Simon, drive the circuit carefully, finishing the weekend respectively nine and seven seconds behind John Surtees, the best Ferrari driver.

Aerodynamics and preparation.

Two months later, the Tipo 151 arrived at scrutineering for the 24 Hours of Le Mans. There are now modifications to its bodywork, which have improved the aerodynamics. The exhausts are now streamlined and encased in the door sills, the redesigned wheel arches enable it to

1. Race day. Tipo 151.002 awaiting departure under the supervision of Cleto Grandi, mechanic (on the left in front of the car) and Junie Astor, the companion of Colonel John Simone, seated on the pit wall.

Photo: Chris Bayley.

2. The 1962 race. Tipo 151.002 pits for the umpteenth time for new tyres. Retirement is close.

Photo: Michel Bollée collection.

3. Cutting in at the entrance to the Esses of Tertre Rouge. At the Maserati stand the atmosphere is serene, the 5.0litre V8 runs sweetly with its fuel injection system, which also allows for lower fuel consumption than the Ferraris.

Photo: Michel Bollée Collection.

receive new Dunlop tyres and it has a new, lower bonnet sporting no bump thanks to the installation of the injection. In response to the scrutineers' demands, a few small modifications have been included, such as wider side windows and straps over the bonnet. Its weight is now 1040kg, compared with that of



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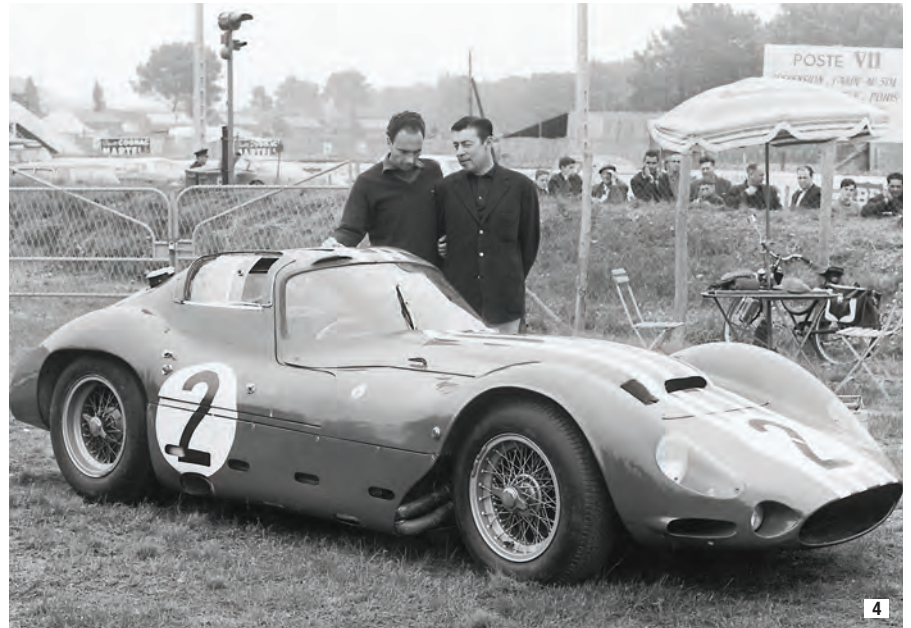
its main competitors at 1123kg for the Aston Martin DP215/4.0litre coupé and 930kg for the Ferrari 250P/3.0 litre barchettas. After two practice sessions, the Maserati is in 5th position on the starting grid with a 3'56"2 time (André Simon) with the best time going to Pedro Rodriguez (Ferrari 330TR) in 3'50"9.

The race.

On Saturday 15 June, the sun is shining like summer and numerous spectators have come to watch the start of the 31st edition of the Le Mans classic race. Maserati France Tipo 151.002 looks impressive in its red livery with two white and blue stripes as it is being pushed to its departure slot. At 4.00pm, the drivers run towards their cars. As Phil Hill's Aston Martin is first to start, followed by the Ferrari of the impetuous Pedro Rodriguez, André Simon is being delayed by an unexpected incident: "The mechanics had shut the car door and, as it was hot, the rubber seals had expanded and got stuck. I pulled and got the door in my face!"

The French driver had nonetheless made a promise to the head mechanic Guerino Bertocchi: "The Maserati will be in first place at the end of the first lap". However, it doesn't start well as the Tipo 151 reaches the Dunlop curve in 11th place before gaining two places as it gets to the Tertre Rouge Esses and thunders on into the Hunaudières. After swallowing the 6km straight in a flash, it gets to Mulsanne where Simon, braking late, overtakes Rodriguez. Now in third place behind Hill's Aston Martin and Surtees's Ferrari, the Maserati will take the lead before the Maison Blanche corner and move on to first place at the end of the first lap. Promise kept! The duel is now fully on.

With the Aston Martin being delayed by a short pit stop, the Ferraris and the Maserati can go into





4. At the weigh-in area during scrutineering at Le Mans, Lucky Casner (left) and colonel John Simone with the Tipo151.002. After the April test day, the car's body has been substantially modified to help aerodynamics.

Photo: Bernard Cahier.

5. Thursday June 13, second practice session. At the end of practice, the Maserati will be placed in 5th position on the starting grid. In the photo, from left to right, Rino Ragazzi (mechanic), Guerino Bertocchi (the illustrious chief mechanic of the factory), Philippe de Montaigne (sunglasses), patron of Maserati France and Colonel John Simone (dark jacket).

Photo: Michel Bollée Collection.

6. André Simon takes command of the race. Approaching Tertre Rouge, the thundering Maserati precedes the Ferrari 250P of John Surtees and the Ferrari 330TRI of Pedro Rodriguez. Photo: Michel Bollée Collection.

7. The cockpit of the Tipo 151.002. Note the bottom of the windscreen is covered by a new profiled spoiler now that the injection has allowed for a lower bonnet line.

Photo: Adriano Cimarosti Archives.

8. The American Lloyd 'Lucky' Casner and the Frenchman André Simon, drivers of the Maserati Tipo 151.002. Photo: Lafay.

9. An awesome power output of 390 bhp for the V8-4941cc engine with Lucas fuel injection.

Photo: Michel Bollée Collection.

battle. The warring sisters now start a real tussle for the lead. Lap records start to fall: Rodriguez and Surtees successively overtake the Tipo 151 but Simon resists and gets back into the lead, leaving the Ferrari drivers to admire the back panel of the Maserati at leisure.

After the first hour, the holder of the Trident is in the lead. At 17.53hrs,

after covering 28 laps (377km), the Tipo 151 gets back to the pits. Simon gets out of the car, signals that everything is OK and disappears behind the pits. Lucky Casner, helmet and gloves on and wearing his usual light blue overalls, is waiting for the Colonel's sign to sit at the wheel whereas Charles Faucher, in charge of refueling, is finishing the job. A marshal seals the petrol cap. Casner slides into the cockpit. After a two-minute stop, the Maserati goes out again and as time reaches 18.00hrs, it is still in the lead.

Casner is abiding by Colonel Simone's instructions: "Drive regularly within 4' per lap"; he lets the Ferraris overtake but stays in touch, sitting in 4th place. In Number 2's pit, all are confident, the big 5litre V8 running sweetly and circulating regularly. The Colonel's troops are getting ready for the next event of the evening when Simon will get back at



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10. Tipo 151-002 seen in the competitors' park behind the stands. On the left Philippe de Montaigu, patron of Maserati France and Gherardo Severi, mechanic. Photo: unknown.

11. Without pushing too hard, André Simon keeps the Maserati in command ahead of the Ferraris. Photo: The Klemantaski Collection.

12. Casner brings in the stricken car. Concern reigns through the stand as Bertocchi and Grandi rush to the Maserati's bedside. Photo: David Wright-Brian Joscelyne

the wheel around 20.00hrs. It is about 18.45hrs when Casner starts braking at Mulsanne for the 12th time. Suddenly, as he is downshifting, the gearbox seizes up in a flash. In the grandstands the loudspeaker announces: "We are being told that the Maserati has slowed down after Mulsanne." At Maserati France, worried-looking faces turn towards Maison Blanche, waiting for the car to

appear. There it is at long last! Cleto Grandi, the mechanic who has come especially from Modena, together with Bertocchi, ask Casner questions. The car is examined and the diagnostic evidence is indisputable: a broken crownwheel in the gearbox. Even if it is possible to repair it, it will take at least two hours. It is over, the race has been lost. After consultation, the team decides to

retire the car, announcing the official retirement at 19.10hrs. A few minutes later, a rumour spreads around the pits: Casner made a mistake... he downshifted straight from fifth to second... Stopping all this gossip, John Simone will clear the American from any responsibility by talking to the press: "My drivers have perfectly respected my instructions and have not committed any driving error." From now on, the Colonel has another ambition: revenge in 1964.

Trident would also like to thank Jean-François Blachette, President of Club Maserati France, for allowing us to use this article, first published in Modena magazine.

Le Mans Classic 2023

Celebrating the 100th anniversary of the 24 Heures du Mans, this year's Classic was the largest yet. Maserati Club UK members that attended were welcomed by our friends at Club Maserati France, coordinated by Marie-Elisabeth Deroche-Miles, who also reports on this ambitious and fantastic event.



First of all, a little recap. Due to various upheavals in history, the proper 2023 24 Hour race was actually the 91st edition at Circuit de la Sarthe. The event had to be cancelled for the first time in 1936 due to massive social unrest in the spring. It had nearly taken place as, after consultation of the other European Automobile Clubs, the date of 1st and 2nd August had been found. That was until the Brooklands Racing Club, which was organising its major race on the same weekend, vetoed it as they knew the Sarthe event was very popular with British drivers and threatened to derail the Brooklands race. Then, from 1940 till 1948, the Second World War interrupted all forms of racing and it was not until 1949 that the first post-war race was organised.

Back to the present. The Le Mans Classic 2023, organised by Peter Auto, pulverised all records with more than 235,000 spectators. At least 800 historic cars spread over six recurring grids and many star drivers happy to thunder around the circuit once more, 8500 cars representing

158 clubs, several parades, exhibitions and stalls of all sorts delighted the participants over three days and nights.

All the car clubs had jostled to get enough parking space for their members, some more successfully than others: the Fédération of French Porsche Clubs, having clearly expressed its intention to gather 1000 Porsches over the weekend, had been attributed the equivalent of a whole football stadium, which made all the other clubs around quite envious, particularly when it became apparent that the field would not quite fill up while the surrounding clubs were gasping for air. The areas attributed to some more exclusive marques such as Maserati and Lamborghini, with Maserati Club France having managed to get 50 parking spaces, were quite cramped, only the Citroën SM Club de France nearby enjoying slightly more breathing space.

To be fair, Porsche was celebrating two special anniversaries: 75 years of the marque and 60 years of its 911 model. It must also be said that Porsche entertains a special

1. Club Maserati France stand at Le Mans Classic was overflowing with Maseratis at this very popular event. Photo: Michael Miles.

relationship with Le Mans by, among other things, holding the record for the number of victories (19) at the 24 Hours while having entered cars continuously since 1951. To celebrate in style, Porsche was one of two marques having their own grid in the Support Races event, some 81 Flat-6s from 1965 to 1984 participating.

Among Club Maserati France's distinguished foreign guests, it will be no surprise that Maserati Club UK members represented the largest contingent, joined by two very friendly couples from Germany and Australia. All came with some stunning cars, which will not surprise anyone either, a few venturing on the circuit for the early morning parades and jostling with a couple of not necessarily very talented dare devils, albeit still under the control of a pace car. The most intrepid camped near the circuit while others had managed to secure gîtes or hotels, sometimes



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some distance away as the scramble for accommodation in and around Le Mans was unsurprisingly worse than ever this year.

In spite of some improvements around the circuit, what did not change either, particularly for the not very early risers, were the lengthy queues to access and, once inside, the somewhat haphazard instructions given by very nice but not always well-informed parking assistants who were trying to direct the avalanche of classic cars hoping to join their club car parks before the first bottles of Jasnières, a very pleasant Côteaux du Loir sparkling wine, were opened.

The same remark unfortunately applied when asking how to get to this exhibition or that particular area around the circuit even when shown

the map. One thing veteran participants of such events know is that they need very comfortable shoes, a sun hat and possibly a magnifying glass to see the minuscule lettering on the map provided by the organisers, that is unless they invest €15 in the thorough official programme and carry an extra 642 grams in their backpacks over the weekend.

Among the numerous highlights of this edition were a number of exhibitions presented by several marques. Bentley Mulliner, McLaren, Porsche, BMW, AC, De Tomaso, Alfa Romeo and Maserati were all vying to attract visitors by exhibiting some of their classic treasures next to their latest models. All the historic manufacturers still producing cars

today were trying to maximize their past triumphs and were keen to emphasize the continuity of their style, success, outstanding production quality... you name it. No doubt it makes commercial sense to sublimate the historic image factor, even if it is a wee bit mentally stretching to associate the current SUVs of several marques with their slim and elegant ancestors.

Let's start with the heavyweights in every sense and give honour where honour is due... to the modern Bentley Boys and Girls, very eager to recall the 1924 and 1927, 1928, 1929 and 1930 victories after Bentley was the first foreign marque to participate in Le Mans in 1923, hold the lap record (107km/h in 1923), win in 1924, and then again to become a



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2 & 3. Classics to the fore, including some from UK club members. Peter Milligan's Sebring and Rob Irvine's 3500GTI. Photos: Michael Miles and Rob Irvine.
 4. Front view of the GranTurismo 'Luce' Fuoriserie edition on the Maserati stand. Or is it the 'Jaws from Moonraker' edition as our scribe preferred. Photo: Michael Miles.
 5. Maserati describe this one-off special edition as 'chromatic mirrored monolith'. It is of course the new GranTurismo and and F word car of course. But does it reflect well on the company? Photo: Michael Miles.

five-time winner. Starting the legend was Woolf 'Babe' Barnato, a young South African based in London, Bentley's patron (he invested £100,000 in Bentley in 1926), chairman, main investor and best driver; he only came to Le Mans three times (1928, 1929, 1930) and won the three times. Not only were there 18 Bentleys from 1925 to 1931 taking part in Grid 1 (1923-1938) races, but like Porsche they also had their own special event with 73 cars entered in the Benjafield Challenge, named after Dudley Benjafield, the doctor and racing driver who won the 1927 24 Hours of Le Mans with fellow Bentley Boy 'Sammy' Davis in the 3litre Bentley. That was quite a sight, prompting one British journalist present at the starting grid to jokingly

venture that there were "maybe more Bentleys there than were ever produced" (sic). One of our UK Club members had a particular interest in the Bentleys, of which more later.

At the Maserati stand, where Julie Taieb-Doutriaux and Thomas Bricout welcomed us very warmly, were a rare Tipo 63 Birdcage, an effortlessly elegant Indy 4.9 and in between the two, something with metal shark-like teeth which would have delighted Jaws in Moonraker... in fact the grille of the otherwise rather spectacular new GranTurismo Folgore Fuoriserie in a bizarre kitchen foil-like total look. After the initial shock, we had a chat with Pascal Martineau, the charming representative and head of the restoration workshop of Trident Maserati in La Roche sur Yon who

had sourced the Indy. Over the years, he has been the saviour of many classic Maseratis and his knowledge of our soul stealers and sometimes heart breakers is second to none. We also had an intimate moment when Pascal slowly lifted the right leg of his jeans to show us the Trident tattoo etched on his right ankle. 'Si c'est pas de l'amour, ça y ressemble', as we say in French!

So what about racing Maseratis, I can hear you ask? Well, although none of them ever won Le Mans, there were six cars entered in Grid 2: two (1954) A6GCS, one (1957) 250S, one 200S (1955), two 300S (1955 and

1956) and three OSCA Mt4 (1954 and 1955). In Grid 3, the OSCA 1600GT driven by David Graus (USA), Martin Stretton (GB) and Ivan Vercoutère (F) reached the third step of the podium in the Team Performance Index final results. Two Maserati Tipo 61 Birdcages also participated in the same grid. In the Endurance Racing legend Grid, it was good to see two Maserati MC12 (2005) at last accepted after this model which won everywhere else had been refused at Le Mans because of its carbon monocoque.

One of the most exceptional displays by far was the exhibition presented by Fédération Française des Véhicules d'Époque, which had

managed to gather seventeen 100-year-old cars representing the marques which participated in the 'Grand Prix d'Endurance de 24 Heures' as the first race was called. Cars participating in this new endurance event had to rigorously match their sales catalogue descriptions and include 'wings, lights and headlights, horns as well as a rearview mirror'. Among all those marques, only two survive to this day, Bentley and Bugatti. To spice things up, competitors who coveted the 'Coupe Rudge-Whitworth' had to win the race over three consecutive years before they were awarded the supreme trophy. The winners of the very first race were the two French

drivers André Lagache and René Léonard driving a Chenard & Walcker Sport T3.

It was quite extraordinary to watch them parade and hear two Chenard & Walcker (1923 and 1924) and a Delage (1923) surrounded by a crowd of 'rookie' Bugatti T35 (1925 and 26), Bentley (1925 and 29), Amilcar (1926) and even younger Alfa Romeo, Talbot, Riley Brooklands, Aston Martin, Alvis. In all, a grid of 81 cars from 1923-1939 roared around the circuit, their drivers taking a traditional Le Mans style start and being fueled by as much passion and dedication as their forebears.

Then on to the Artcurial auction which unsurprisingly boasted a lot of



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6. *Tipo 63 Birdcage on the Maserati stand at Le Mans Classic. It did compete at Le Mans in 1961, driven by Nino Vaccarella and Ludovico Scarfiotti but did not finish the race. Photo: Peter Milligan.*

7. *The business end of the Birdcage V12. After only two races, this car ended up on the legendary Factory scrap heap, from whence it was sold to Umberto Panini in 1999 and then restored. Awesome! Photo: Michael Miles.*

8. *One of only two Birdcages actually racing at the Le Mans Classic this year was this Tipo 61 (2455), a 1959 car that spent most of its early life in the USA. Now owned and raced by the Rettenmaier family. Photo: Peter Milligan.*

9. *The 300S (3053) of Dieter and Dominik Roschmann, competing in Plateau 2. Sadly, it wasn't to be their day, as they only completed 2 of the three races and finished 54th on scratch. Photo: Peter Milligan.*

Le Mans artefacts in the Automobilia section. One attracted a lot of attention and not always complimentary comments, remarks heard on the spot going from 'bewildering' to 'beyond bad taste':

the passenger compartment cover of Pierre Levegh's 1955 Mercedes 300SLR which was torn away from the body after the car collided with Lance Macklin's Austin Healey and disintegrated, triggering the most horrific motorsport accident ever witnessed. Having been found and kept by a race marshal after the accident and passed on to his nephew when he died, then acquired by the vendor, it was estimated €20,000-€40,000 and finally sold for €34,112. One third of the proceeds were donated by Artcurial and the vendor to Association Médicale du Mans. Among the cars up for sale was a 1970 Ghibli Spyder 4.9litre SS owned by a well-known Swedish enthusiast in the Maseratisti circle and former president of the Swedish Maserati Club. Estimated €600,000 to €800,000, it sold for €596,000. The star of the day was one of three 1934 Aston Martin Ulster with full Le Mans pedigree which sold for €1,013,200.

On Friday evening, we adjourned to the pré-grille area where classic Porsches were ready to take part in their qualifying session. Moving on to the Pré-Grille restaurant, the magic of Le Mans as the night falls was

enhanced by several glasses of champagne sipped on the terrace overlooking the circuit and a nice dinner, all organised by excellent and faithful French (Maserati and more) friends who can tell when their mates are in need. As we left, the Endurance Racing Legends had been through their own qualifying session and the six grids went out one after the other for their free practice night session. Le Mans on a summer night... what else?

Not having managed to get up early enough (again) on Saturday morning to avoid the traffic jams, it took us a good 45 minutes to rejoin the Club Maserati France car park which was even more full than the day before. Once again, several classic cars adorned the side of the road on the way to the circuit, their owners anxiously waiting for water and oil to cool down before they could restart. Memories of Silverstone Classic in the late '90s in the Indy came back to mind, with Michael frantically switching the engine off and back on to cover 100 yards, if lucky, then off and back on again.

Once parked and offered a much-welcomed coffee at the Club Maserati France marquee, we set off for the



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10. The last A6GCS racer built! This is chassis 2099, also competing in Plateau 2 and driven by Sielicki/Sielicki/Sucari, eventually finishing 23rd on scratch.

11. The very competitive pairing of Richards Bradley and Wilson have had a good year with the 250S (2432), finishing 3rd in Plateau 2 at the Le Mans Classic.



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for a relaxed chat with our friends from all over before more than just a few of us decided to skip puddings and ‘filer à l’anglaise’ (take a French leave) to watch the night races.

Had we had more time, we would have gone to marvel at the motorcycle Wall of Death, spent more time leisurely listening to the various bands who were entertaining the public, shopping around and looking for dozens of like-minded friends all scattered around the place, some with their car clubs, others on their own, all feeling as merry as we did over this celebration of la bella macchina.

Having extremely short nights, walking around for miles without even noticing it and forgetting about all the rest including having to simply ‘recharge our batteries’ every now and then, a very à la mode preoccupation for some these days, is perhaps closer to wishful thinking than it used to be. In short, returning to not needing any specific maintenance, although our older cars have made us quite familiar with the concept, would be simply terrific and ideal for attending such a huge event!

On behalf of the British contingent, very special thanks to all Club Maserati France members and their devoted spouses in charge of the preparation, organisation and delivery at Le Mans Classic. This is by no means an easy task and they well deserve three and more cheers. Their warm welcome, dedication, enthusiasm, and relentless efforts made it an unforgettable weekend.

Grande Exposition du Centenaire at Musée des 24 Heures du Mans. The Museum had pulled all the stops and presented a collection of 65 Le Mans winners as well as 21 cars which had made history at Le Mans. It was well worth the half hour queue to enjoy the history of the circuit, the permanent collection and rediscover some items like old French road signs which used to line the roads and meant to my brother and me, sitting comfortably in the back of our father’s car in the early 1960s on the first weekend of August, that we had left Paris and were on our way to our holiday destination in the south of France.

The Musée also hosted a collection of all the cars which had participated in the 24 Hours since the beginning,

in 1/43 format. Among a crowd of fascinated grown-up men who seemed glued to the glass, several children were asking for mercy, trying to drag their dads away from the exhibits after they had lengthily examined every shelf of the collection and regularly uttered a “Ah... I don’t think I have this one...Mmm... or that one either”, a tragic expression on their faces while their shirt sleeves, shorts, hands... were being pulled by their offspring.

Suddenly, it was Saturday evening and we felt we had not seen even half of what was on display around the circuit. Club Maserati France served dinner at its marquee preceded by a very welcome and generous amount of champagne. At last, we had time

Looking for Grandpa at Le Mans

Kay Gilmore was one of the UK Club members to attend the Le Mans Classic this year and she had a very personal reason for doing so.

Growing up I heard tales that my grandfather, Laurence Victor Head, known as LV, was involved in motor racing in the 1920s, the era of the Bentley Boys. However, the details were sketchy. My mother lost contact with LV during the war, and he died before I was born. Most of what I do know comes from the writings of Sammy Davis, a British driver who raced at Le Mans winning a famous victory for Bentley in 1927. So, could a trip to the 2023 Le Mans Classic provide some further answers?

LV seemed to have started out as a 'riding mechanic,' who sitting next to the driver, would maintain key functions including pumping fuel as they raced along. This was a dangerous job and following several fatalities racing mechanics were

barred from racing in 1925. A year later in 1926 LV is part of the Bentley team alongside Sammy Davis heading for the Le Mans 24-hour race. According to Davis, in his book, *A Racing Motorist*, LV organised the ferry crossing for the three team cars from Newhaven on 'no sleep and little food'. One wonders what the roads were like back then. Our own journey from Portsmouth in our GranTurismo must have been a breeze in comparison.

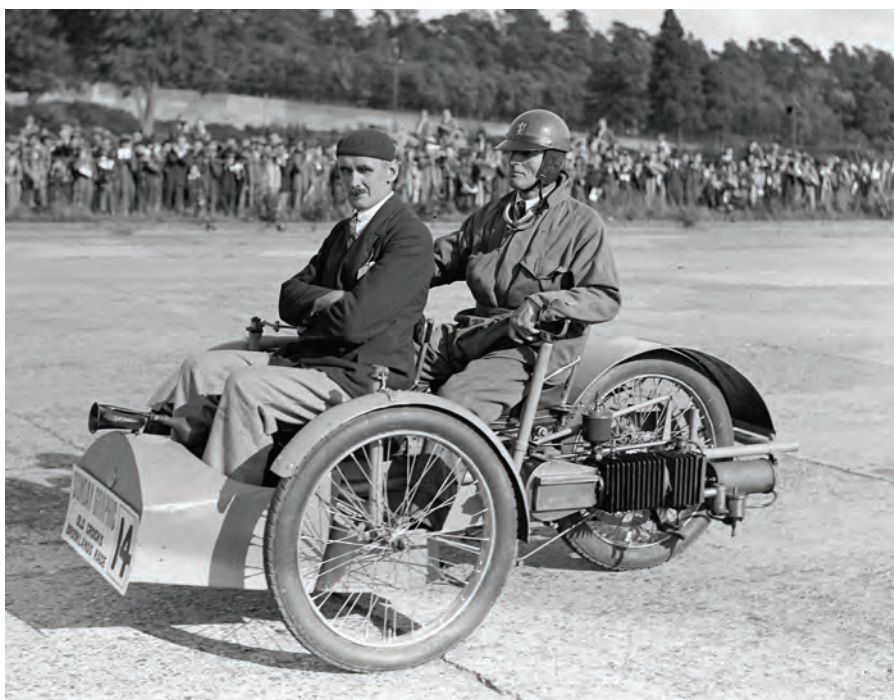
For 2023, the centenary year, Le Mans featured a special race of more than 75 Bentleys, many of which were original cars. It was an impressive site from the grandstand, watching them all lined up for a traditional Le Mans start, where the drivers run to their cars from the opposite side of the track. Then they

were off, bunching up almost immediately into a complete halt, before sorting themselves out and thundering away for the first corner. Back in 1927 Sammy Davis describes LV recording the cars' times lap by lap, staying awake for all 24 hours. There's a nice picture of him sitting cross-legged somewhere in the pits, with a huge circuit map in his lap.

LV went onto a career as a motor journalist writing alongside Davis for *Autocar* under the byline of 'Caput'. Sadly, searches of their new online archive haven't found any old articles written by him, but perhaps I'll find an original copy at an autojumble sale somewhere. It would be wonderful to read an original piece by him. Another of his talents was as a draftsman, often working on magazine layouts. He also found time to design the British Racing Driver's Club BRDC badge which is still in use today.

Post war LV moved to Hereford, remarrying and working on local newspapers. He seemed to have had no further contact with motor sport. LV died in November 1953 aged 61. Shortly after his death Sammy Davis wrote a letter to LV's widow, Irene. He refers to LV as 'my greatest friend' and recounts their close bond as driver and riding mechanic. Sadly, though it seemed that all Sammy's letters from the previous five years had gone unanswered.

So, in conclusion, even after my trip to Le Mans much about my grandfather's life remains a bit of a mystery; that's unless of course you know more?



L.V. Head pilots 'Sammy' Davis on the latter's 1903 Léon Bollée trike at Brooklands in 1930. Photo: Motorsport Images

Khamsin Cinquanta

*After three years of preparation and a one year Covid delay the Khamsin Cinquanta, an event only for Khamsins, and organised by Maserati Khamsin Registry founder **Marc Sonnery**, finally took place in June.*

We were based at Le Domaine de Divonne in Divonne les Bains just on the French side of the French/Swiss border near Geneva in the stunning border region of its eponymous lake. In all we had 26 teams from 11 countries such as Denmark, Holland, Belgium, Germany, Poland, Austria, France, Italy, the UK and from as far away as the USA and New Zealand gathered with their Khamsins.

An excellent atmosphere developed immediately like at Khamsin Quaranta in Burgundy in 2012. This is easily explained by the fact that most people don't know Khamsins exist so it takes a certain automotive culture to appreciate them and even more so to buy one as like for so many classics some people talk of buying cars but never do.

Among the 160 Khamsins in running condition owned by enthusiasts in the EU and the UK, these were the ones who actually had the time to come and get their act together to actually take part! It was a

triple filter if you like and everyone in the group was interesting, very much a connoisseur but modest, unpretentious and able to discuss many topics beyond cars which made it a particularly cohesive group.

For those that arrived on Thursday the 15th, there was a welcome cocktail and dinner, with the event starting in earnest the next morning with the 'Tour du Jura' on Friday, an all-day 200kms plus tour of the splendid, picturesque Swiss Jura mountains with wonderful low-traffic roads.

After a scenic drive which included climbing two passes, driving along lake de Joux and through rock arches, the impressive motorcade arrived in Motiers in the Neuchatel canton for lunch and organised visits to the Australian Aborigine art museum and Le Manege Automotive Museum with the main street blocked off for the impressive Khamsin line up.

The tour then resumed, heading up into wolf country (they are there but seeing them is very rare) before a

brief stop with a stunning view over lake Neuchatel. The route then wound down past the spectacular chateau de Champvent, which unfortunately is closed to visitors, and then back to the hotel.

Participants were later taken by coach to Château de Prangins, the Swiss National Museum, a stunning property overlooking the shore of lake Geneva. Here two groups were guided through the splendid castle, one in English, one in French/German. After that there was dinner and cocktails on the particularly pleasant terrace whiled away a memorable evening.

On Saturday morning a few more Khamsins joined the event for the day, bringing the total to 26.

A short but spectacular 20 minute drive took the participants up the Col de la Faucille road, once the site of a famous hillclimb, from 400 metres to 1250 metres to La Mainaz hotel restaurant for brunch outside.

Here the view was breathtaking as though from an airliner with Lake Geneva below, the city of Geneva and



1. Marc's car for the event, Khamsin 120.096, which belongs to Henk De Vries, seen here at the Concours D'Elegance Suisse.

All photos: Participants.

2. Originally a US specification car, this Khamsin 120.US.1160 is now owned by Achim Gunther from Germany and took part in the road route around the Jura during K50.

3. The spectacular Château de Prangins, home to part of the Swiss National Museum and an evening venue for participants in the K50.

4. The eventual Best of Show winner, Marek Evert's car 120.104 enjoying the scenic Jura.

its famous 140 metre water jet visible to the right and the Alps and Mont Blanc to the south.

After brunch, it was time for the Khamsins to head down to the lake shore where K50 would have its own concours within the event of the Internationally acclaimed Concours d'Elegance Suisse, the Pebble Beach, Chantilly or Hampton Court of Switzerland. Lined up in two rows at an angle the Khamsins formed a spectacular sight with the lake in the background.

Here the judges, Peter Straub, former President of the Maserati club Switzerland and Fabio Collina of the Maserati factory's Archivio Storico department did their due diligence as



drones captured the World Record equalling Khamsin gathering for posterity. Surprisingly and amusingly the number of 26 was exactly same as we achieved during K40 in 2012 though only a few of the cars were the same ones.

There was a presentation of the Khamsin model on the podium on the Saturday to the Concours spectators,

which was well received as this model is so unfairly little known. Our group, even though it is not a club, actually won best club presentation, so it was back to the podium on Sunday to collect it!

All participants thanks to Bonhams' generosity received a catalog and had access to the Bonmont auction at the nearby golf club in Cheserex.





On Saturday evening it was time for the black tie cocktail reception and gala awards dinner and dancing. The main awards were best Preservation of a Khamsin, which was won by Jeremy and Elizabeth Wilson from the UK with AM120.389. The best restoration and ultimately best of show went to Marek Evert from Berlin, Germany for Khamsin AM120.104.

Others that deserve a special mention: Longest distance travelled Paul and Glenys Halford from New Zealand with AM120.392. How about that! The longest distance driven was Carsten Warburg and Justina Kudryk who brought AM120.268 from Copenhagen, Denmark.

The Maserati heroism award went to Khamsin AM120.182 bought along by Michal Mlynarczyk from Poland. After its 2020 heavy front end crash

in France, it has been rebuilt in Poland at Auto Retro Restoration under the expert supervision of Niels Schulte who also came to K50. Much of the bodywork was done by Radek, a very talented specialist. All the accident damage had been repaired in time for K50 and the rest is a normal restoration process that will be finished this year.

People's choice: AM120.392 The rame metallizzato (copper) liveried car of Paul and Glenys Halford. Ladies' choice the celeste (light blue) AM120.US.1100 of Lionel and Anna Rolland from France and Sweden.

Heart of gold award: Henk de Vries from Holland for lending me AM120.096 for the event, perhaps the nicest present I have ever received. The car ran perfectly all along! And that concluded a wonderful, dream weekend.

5. The ever busy Fabio Collina from the Maserati Archivio Storico was on hand for judging duties.

6. One of the few US spec Khamsins not to have been Europeanised. This car, chassis 120.US.1020 belongs to Jean Michel Gallet, owner of SM2A, a French Citroen SM specialist.

7. Khamsin 120.182 came to the event as a restoration in progress after suffering a major accident in 2020. It's Polish owner Michal Mlynarczyk was determined to be there with restorer Niels Schulte.

8. Organiser of K50, Marc Sonnerly and friend Laura on the podium at the Swiss Concours with one of the few RHD cars on the event, the ex-Greg Dyson 120.335, brought along by new owner, Andrew Cockrell.



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Vernasca Silver Flag

The Editor reports on the 2023 running of one of his favourite events, this year with Maserati as the featured marque.



I must have been to the Silver Flag Hillclimb at least a dozen times over the course of its 27 years as an old car event and I definitely had the feeling that I'd 'done it' as a trip. Always brilliant but always the same, didn't need to do it again. However, when this year's date was announced, I found myself considering it. The post-Covid feeling of 'why not' kicking in perhaps. Well one reason

why not was that it was scheduled for the same weekend as the Club Concours and AGM. Tricky, but then it was confirmed that Maserati was to be the featured marque, and in addition, that this would be one of the first events officially sponsored and attended by the new Maserati Classiche department. Sorry Henley-on-Thames, but the hill wins.

I was slightly regretting that decision as I stood in a packed

Stansted Airport at 5.00 am on the Friday morning but Nick Bowden and myself soon arrived at Milan Bergamo to rendezvous with John and Nick Connor. Our trusty steed for the weekend was a DR, which if you recall the Fabia Maserati interview in the last edition of Trident, you will realise that there is a small connection between DR cars and the Maserati name, as DR owns the rights to OSCA these days. None of that DNA has yet filtered through to the DRs currently



available in Italy, being re-branded Chinese imports originally made by the Chery company. Functional it was, exciting it wasn't.

The last time Maserati was the featured marque at the Flag was back in 2009. That year I took a small group of Club members and added some places of interest along the way, mostly in Modena and including a Factory tour. However, John Connor was also on that trip and in fact, all four members of this year's trip had been to Modena a number of times

and so, at John's suggestion, and while we were in the Milan area, we decided to visit the Alfa Romeo Museum at Arese. Well worth it if you ever have the opportunity as it is a major collection and the café is also excellent!

The hotel of choice for the Flag always used to be the Hotel Arda in nearby Fiorenzuola, but by the time we'd committed to go, it was full, so I booked what turned out to be the worst hotel any of us has stayed in for a while. Luckily, it was in a town large enough to have alternatives for

dinner and a couple of modest beers. Being a little the worse for wear in the mornings has always been a Flag tradition too, so we didn't want to disappoint.

Morning took a long time to arrive but when it did, it brought rain, and as

1. Maserati front row in the piazza at Vernasca at the end of the Silver Flag. L-R: 8CM (3015) of Kurt Hasler, 6CM (1537) of Uwe 'Baurle' and 6CM 1562 Nicola Sculco, 150S (1655) of Roberto Gorni and the fascinating 250S of Maurizio Grazi.

Photos: Matteo Grazia and Ed



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we splashed along the minor roads on the way to Castell'Arquato for the start of the event, I thought of the sun blazing down on the manicured lawns of Phyllis Court and the Concours. But then, as we neared the edge of the plains of the Arda valley and the medieval hillside castle peered at us through the mist, it all came back to me.

The Vernasca Silver Flag was originally a competitive hillclimb on closed roads between the town of Castell'Arquato and the hilltop village of Vernasca some 9km away. It ran from 1953 to 1972 and was then re-introduced as what the organisers call a 'Dynamic Concours' in the 1990s and has been running most years since. The course itself is the same today and runs along the valley bottom to the village of Lugagnano, a broadly straight road which was fearsomely fast in the larger cars until the introduction of a series of

2. *The sun wasn't shining at the start on Saturday morning but it didn't stop the crowd gathering as Gigi Baulino lines up for his first run in his 200SI (2428).*

3. *The unique Drogo-bodied Birdcage (2472) from the Panini collection rounds the left hander in Lugagnano.*

4. *Great to see two 3500GTs being driven with such gusto as they blast out of Lugagnano.*

Photo: Nick Bowden.

5. *Sublime 6CM (1562) of Nicola Sculco leaving Lugagnano. This was a 1938 works car, driven by such greats as Villorosi, Taruffi and even a young Alberto Ascari.*

Photo: Nick Bowden.

6. *Slightly incongruous given the company but still impressively quick Grecale course car, one of three!*

7. *Marcello Candini overtakes the Gorni 150S on the way back to the paddock in the 320S. Behind, his father Giuseppe looks on from his Vignale Spyder.*



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impromptu chicanes made from traffic cones some years ago. From the centre of Lugagnano, the road turns left onto the hill and a combination of hairpin bends, short straights and some nasty, bumpy cambers, all the time climbing sharply up to the finish outside the cemetery (appropriately) in Vernasca.

These days of course, there is no timing, but the road is closed and participants are encouraged to show their cars off by driving them in the manner for which they were built. The cut-off date for the age of cars entering is nominally 1972, but over the years there have been exceptions at the organisers discretion. This adds to the feeling of a laid back event, primarily run for participants and spectators who just love the experience of old racing cars. There are three ascents of the hill over the weekend, two on Saturday and one on Sunday morning. But before that, a walk round the paddock, normally the town car park, in Castell'Arquato.

Amongst the 180 or so entries are a mixture of race and rally cars, pre and post war, single seaters and GT cars. Some are old friends, locals of the Club Piacentino car Club that hosts the event and which take part every

year. Abarths were a popular choice when the event ran originally and so it still proves, but there are also cars from further afield. Teams arrive from Germany, Austria and even the odd Brit. But today, the dominating marque is Maserati and you don't often hear that.

On one side of the paddock there is a stand devoted to Maserati Classiche and housed in it are four cars. Two are from the Panini collection; the A6GCS Pininfarina Coupe chassis 2056 and the Drogo-bodied Birdcage chassis 2472, now sporting authentic 'Maserati France' stripes. Next is an A61500 by Pininfarina, one of two examples on the event and also the unique 320S brought along by its owner Marcello Candini of Candini Classiche in Modena.

Candini Classiche are here to support Maserati Classiche and Giuseppe Candini is also on hand and driving the family 3500GT Vignale Spyder. Also competing in his family 3500GT Vignale Spyder is Claudio Ivaldi of the Biturbo Club Italia.

It's time to say hello to the Classiche department. Cristiano Bolzoni and Michael Micik are both on hand and welcome us onto the stand. Cristiano is keen to show me

the progress they are making with a display of the new bearing shells that represent the first line of spare parts for old cars from this new department. There are more parts in the pipeline, but in recent months the department has been focused on launching the certification process. They have been much encouraged with the take-up of this service, which is keeping them very busy at the factory. Cristiano also shows me the presentation folder which goes with the car once it has been certified. It is a work of art in itself, containing reports not only on condition but also originality, as well as historical documents including blueprints of the type of car, and even a breakdown analysis of the engine oil with a small sample flask of same. Everything is beautifully branded with the official Maserati Classiche logo and it is great to see them inundated with enquiries today.

We slide away to look at some of the other Maseratis. A few pre-war single seaters, a gaggle of A6GCS and examples of 150S, 200S, 250S etc make up the racing cars and then examples of many of the classic road cars including 3500GT, Mexico, Khamsin and even a Biturbo Spyder. It is good to see them embracing this



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era as well and Cristiano informs me later that in fact, they are doing quite a lot of certification on this era of car.

There are also some modern Maseratis here, brought along by TridentClub, the new flagship Maserati dealer in Modena. An MC20 and a few Grecales that are all taking part in the hillclimb.

Preparations are taking place for the first run, which looks as though it will be a wet one. Humidity levels had been very high since we arrived in Italy and so the rain is no surprise. In some ways it is welcome but bad timing for the drivers meeting, which is about to take place. It seems that Maserati Classic have actually been invited along to provide a temporary rain shelter for the crowd, but the briefing is delivered in high spirits, explaining the usual contradictory instructions. Please drive carefully, but please exercise your car properly. With the start of the first ascent now only half an hour away, the road is being closed and there's just time for a coffee.

Fortified in the way that only an Italian brewed espresso can achieve, we shuffle our way to a good position near the start line. Cars are lining up along the road now, engines being warmed ready for the off. The commentator gives a little insight into

each car as it draws up to the start line and then at 30 second intervals, off they go. The first two classes are for 'Turismo' and 'Gran Turismo' and it's a bit of a mixed bag of Abarths, Alfas, Porsches and the odd wildcard like an XK120 or AC Cobra. Then we're into the 'Sport' category, with some older cars like a Healey Silverstone

stylishly lined up on the start line by a very large German man with a big grin on his face and then blasted, wheelspinning off down the road, grin still intact. A real crowd pleaser for sure. After this however, it is time for the main event, the Maseratis.

First up is the 8CM of Kurt Hasler, the oldest example competing today.



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It is a 1934 car, chassis 3015. While all of these cars have pretty incredible stories to tell, this one is more unusual than most. Raced before the war by a number of privateers, it then spent 50 years behind the Iron Curtain before being tracked down by the current owner in 2006. At that time, it was in Hungary, and after a couple of aborted

attempts at restoration had spent some years as a static exhibit in the office of the previous owner. Incredibly, this car has been in Trident before, as that previous Hungarian owner brought the car to the 1988 Maserati International Rally in Austria. I don't think anyone at the time really realised how significant this

appearance was but if you were there and remember it, I'd love to hear more! Once Kurt Hasler had managed to tease the car from the Hungarian, he set about a restoration and the car has been raced and demonstrated by him ever since. The tale of the car's purchase, it's early history and documentation of the restoration form



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8. *Glorious A6GCS Pininfarina Coupe (2056) from the Panini collection, with Matteo Panini at the wheel.*

9. *This is uber-cool brown Mexico of Federico Malaguti that so captivated John Connor.*

10. *Klaus Dold in the Cameron Millar 250F CM8.*

11. *As a sponsor of the event, Maserati were allowed some 'apripista' action with this MC20.*

12. *Maurizio Grazi blasts through the final set of corners at the top of the climb in his 250S. The car is unique, being the factory hot rod built for Stirling Moss and Denis Jenkinson to practice the 1956 Mille Miglia.*

Although the styling is closest to an A6GCS, It has a 2.5 litre Grand Prix engine and a De Dion axle.

13. *Kurt Hasler in 8CM (3015). The bodywork and colour scheme (Hungarian racing colours) are unique for an 8CM but are a recreation of the car as it raced in 1937 when owned by Ernő Festetics, a Hungarian Count.*

the basis of a fantastic book by Bernard Brägger, published in 2012 if you want to know more.

Following this are two 6CM single seaters making light work of the wet conditions. Then it's time for the two A6 1500 cars, one after the other. These are certainly not racing cars as the small 1500cc straight six single-cam engine makes only 65bhp and the bodies are quite large, but they are so elegant and sound crisp as they accelerate away down the start line.

And then there is a little bit of magnificence. It doesn't matter how many times I see this car (and I have seen it a lot) but the A6GCS Pininfarina Coupe 2056, driven this morning by owner Matteo Panini, is just one of the most beautiful cars, only surpassed in my mind by its sibling, the lowline version 2057! With its 2.0litre 170bhp straight six on song, Matteo is not afraid to use the car and it makes a swift but undramatic start.

And so it continues until the whole class has gone. The Grecales make the quietest start of all but look brisk and so much better than in pictures. The MC20 is also a crowd pleaser. As the Maserati class gives way to the 'Prototipos', we now get the real hooligans, in the shape of big banger McLarens, Lola T70s, 2.0litre Abarths and even a Porsche 956. Some take the gentle approach of getting the car rolling and then opening the taps, others go for it from the line. It's starting to dry out and the crowd is becoming more expectant.

There is one further Maserati, curiously running out of the Maserati class, instead in that of the 'monopostos'. This is a 250F but a Cameron Millar car, CM8, entered and driven by Klaus Dold from Germany. I guess it's replica status was the cause but the Flag in general usually has a relaxed attitude towards this. Perhaps it is Maserati Classiche that doesn't. Assembly of this car



began in 1982 and the idea was for Cameron to use the bulk of the remaining original 250F spares that he still had at that time. However, it was subsequently sold and plundered of its original parts, destined for a replica of the 250F Streamliner. The CM8 chassis was then re-purchased by Cameron and sold on to Robin Lodge and the Swede Gunnar Elmgren in the early 1990s. Peter Shaw was commissioned to complete the car,

now with a new engine from Cyril Embrey. It was then raced by Lodge before selling his interest to Elmgren and owned/raced by the Swede for some years before moving to Switzerland in the early 2000s. This goes to prove how close to the originals the Cameron Millar cars actually are, as even they now have complicated histories!

When the cars all returned to the paddock after the first run, it was our

chance to move to a different location, the mid-point village of Lugagnano. The rain had blown over and the road was once again dry. I installed myself just after the bus-stop in the village square, a good vantage point for the 90 degree corner that brings the competitors out of the village and off up the hill proper.

And so they came, faster and more aggressive than in the wet. Some were showboating but others were serious about their lines. The Maseratis, whether road cars or racers, were all going for it, which was great to see. As Marcello Candini accelerated away up the hill in the 320S I smiled as I remember the first time I saw that car. Having arrived at Candini one afternoon some years ago, I was surprised to see this unique Giugiaro concept car based on the 3200GT in their workshops. Surely a bit new for them? Marcello told me that Maserati

had offered him the opportunity to buy the car and he had decided to go ahead, especially as they had told him it was a running, driving car. It was only when he had the car back in the workshop that he realised that it clearly wasn't a runner as it didn't have a crankshaft in the engine. Long since repaired, it now forms part of the Candini collection.

After some more photos as they all descended the hill, we then made tracks for our hotel in Salsomaggiore. Reviewing the day's excitement, we talked about our favourites and John admitted that his was the brown Mexico. This, from the man who has just sold a Mexico, was somewhat disconcerting and I'm still not sure if he was serious. Another glass of wine went some way towards drowning his sorrows, I hope.

For the final ascent on Sunday morning, we installed ourselves in the

undergrowth on the outside of one of the corners near the top of the hill. The weather and the views were spectacular and we didn't have to wait too long for the sounds of strained engines and overworked tyres to reverberate around the valley. As each car hove into view and then blasted past us, we were close enough to see the concentration on the drivers' faces but for some, after 5km of switchbacks and hairpins, there was fatigue. If you take it seriously, then this is a serious hill. Soon after they passed, we could hear as they crossed the finishing line and lifted off the gas. The parking area, in the square in the centre of Vernasca, was their destination and we now headed up there too.

What greeted us on arrival was a front row of some of the greatest Maserati racing cars of all time and behind them, a selection of the best classic road cars. Maserati at the forefront, where they truly belong.

Later, as we inevitably made our way back to normality, helped by the DR and the queue for security at Bergamo airport, I realised that the 'Flag' had worked its charm yet again. I hope the event did for Maserati Classiche what they hoped it would, for I felt really proud of the marque for carrying it off with such an exotic selection of cars. We can do it when we choose. I just hope it isn't another decade plus before Maserati is once again the featured marque.

14. Another contender for best looking car of all time, the A6GCS (2043) belonging to Igor Zanisi. This is the ex-Luigi Musso car, a veteran of most of the great events of the 1950s, including the Silver Flag, in which it competed in '56 and '58.

15. Claudio Ivaldi's Vignale Spyder in the piazza in Vernasca after the last run.

16. Maserati Classiche experts Cristiano Bolzoni and Michael Micik with the Editor.



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Maserati Club Concours 2023

On the 11th of June, Phyllis Court Club at Henley-on-Thames once again hosted the Club's annual Concours event. The organiser this year was **Prof Chris Green**, running his first Concours for the Club, as he reports below.



I only got back home an hour ago but being a great believer in writing up as soon as possible I am now putting pen to paper. I had arrived early at Phyllis Court to lay out the positioning cones in good time. The cars also started arriving early, which in turn allowed judging to start punctually on what turned out to be a lovely day weatherwise. Even the potential heavy thunderstorms expected after lunch luckily kept their distance.

We managed this year to have all of the front lawn cleared so we could put a little more space between the cars, which was great for door opening and general viewing. We had some entrants who really had to go 'above and beyond' to be with us on the day, re-arranging things at very short notice, and travelling from afar, so from me on behalf of everyone thank you for the efforts you made to be with us on the day.

We had an entry of 20 cars this year

split into the usual four classes to arrive after judging with four Class Winners and an Overall Winner. In Class 1 we enjoyed four representatives of Maserati Cars of the '60s with a 3500GT, two Sebrings and a Mistral which for me in colloquial English 'looked a picture'. The Class 1 Cup was awarded to Peter Milligan and his wonderful 1965 Sebring.

The five of us (judges and organiser) agreed and wanted also to note the elegance of Cliff Clifton's 3500GT. Many terms come to mind when considering what constitutes elegance, including grace and poise, another is the word 'timelessness' and there is no doubt that Cliff's 3500GT embodies this characteristic and is

lovingly kept, ensuring it always is a most worthy representative of its 'Tipo' and Maserati at its historic best.

It was good to see Michael O'Shea's Mistral at the Concours after its restoration and our visitor from Maranello was so impressed that he parked his modern Grecale Trofeo next to it close to the end of the event. A real contrast of old and new.

Class 2 with the '70s and '80s were represented by Boras and Chris Relph's Mexico. Ian Turner secured the win in the Class with his 1972 Bora with an added bonus to follow.

In Class 3, mainly the Biturbo era, we had our smallest entry this year. In 2022 we had more entrants in Class 3 so do come along next year and let us see your cars. Ioannis Argyrou was at

1. Best of Show this year was Ian Turner's Bora. Not for the first time as it featured in Trident No 24 in 1980 having won 'Best Road Car' at that year's Club Concours, when owned by Ted Fox. The write-up also mentions that the car is also featured in the 1980 Christmas edition of Mayfair magazine. One to look out for Ian? Photo: Dave Smith.



his first Concours and Alex Jackson right next door lent him his wheel cleaner before the judging started to get the brake dust off from his drive to Henley so both cars' wheels sparkled in the sun. Alex's Ghibli Cup took the Class trophy, but Ioannis and his partner enjoyed their first Concours and I hope they come back fighting next year to have another go.

As often is the case, Class 4 had the largest entry as we move towards the more modern cars. The Class 4 winner was Neil Murray with his green 3200GT. I believe this was Neil's first entry in a Concours and we had previously had an email conversation about where to get water after his drive down to the event. He

2. Chris Relph's Mexico and Michael O'Shea's Mistral line up on the battlefield of manicured lawn. Photo: Dave Smith.

3. Mindy the Indy takes a break from her social media career to make a visit to the event, though not entered this year.

Photo: Dave Smith

obviously found some as the car looked amazing and scored the second highest score of the day. Neil was followed home in Class by Matthew Elliott's Spyder and Jacky Wood's blue 3200GT.

Lockton Insurance, we thank sincerely for once again sponsoring the event and presenting the Sponsors Choice Cup. This Trophy is awarded to a Club member's car here on the day but not entered in the Concours itself. After taking Andy Cooper from Lockton around the

Phyllis Court car park and parking areas he chose the GranTurismo belonging to Eric Toft noting its particularly nice shade of black colour and matching wheels and the differences in front end design after the facelift (the car, not Eric – Ed).

Finally, as noted for Ian Turner our Class 2 winner there was more to follow as he lifted the Overall Winner Trophy. So, congratulations to Ian on the win after coming close last year and will we look forward to judging you again next year?



Concours Entry List 2023

Class 1

1	Maserati 3500GT	1960	Cliff Clifton
2	Maserati Sebring S2	1965	Peter Milligan
3	Maserati Sebring S2	1965	Jerry Hutton
4	Maserati Mistral 4000	1967	Michael O'Shea

Class 2

5	Maserati Mexico	1969	Chris Relph
6	Maserati Bora	1972	George Lambton
7	Maserati Bora	1972	Ian Turner

Class 3

8	Maserati Karif	1989	Ioannis Argyrou
9	Maserati Ghibli Cup	1997	Alex Jackson

Class 4

10	Maserati 3200GT Assetto Corsa	2001	Andrew Smith
11	Maserati 3200GT	2002	Jacky Wood
12	Maserati 3200GT	2001	Neil Murray
13	Maserati Quattroporte V	2003	Drummond Bone
14	Maserati 4200 Coupe	2003	David Timmons
15	Maserati 4200 Coupe	2005	William Franks
16	Maserati 4200 Spyder	2005	Matthew Elliott
17	Maserati Quattroporte V	2005	Clive Brandon
18	Maserati GranTurismo	2009	Matt O'Donnell
19	Maserati Ghibli	2014	Malcolm Gregory
20	Maserati GranTurismo MC Stradale	2016	Brian Harris

4. Yanni Argyrou's very low mileage

Karif made its Concours debut this year. Photo: Dave Smith.

5. From the top. Phyllis Court and the Club Concours 2023.

Photo: Dave Smith.

Thanks to our judges, who this year were Helen Miles, Marios Kriticos, James Tetheron and John Mayhead. We hope they too will be with us again in 2024.

To Gail, as in many previous years, thanks for organising the other elements of the day and ensuring we all had an enjoyable lunch together. I do hope that no-one left early and missed out on the Pavlova! We all know that photos also tell us a part of the story and thanks to Dave Smith for taking on, as always, the task of photographer for the event and this article for Trident.

I am not sure where to start or finish as the trouble is that sitting here, I am thinking; hold on you can't keep repeatedly writing these same words - lovely and wonderful! But the reality is that I should, as the whole entry list, whatever the car and class, whoever the entrant with their partner, relative or friend, or by themselves gave us all great pleasure on our day out together. So, after my first Concours as organiser, thank you to everyone.



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The Highland Fling IV

Scotland and the Outer Hebrides provided the magnificent setting for the last in this much-loved series of Club events, run from the 19th to the 29th of June 2023. First time attendee **Bill Jackson** reports.



John and I left Sheffield on the 18th of June in his beloved Mexico for Gretna Green via the spectacular Bowes Museum with great expectations of a memorable event. This was my first of Edwin and Pam's Highland Flings though we had both taken part in their successful, but latterly covid stricken, Irish Tour the year before.

Sixteen cars departed for Dunkeld the following day being a mixture of classics and modern Maseratis but included a rogue Mercedes, the Elliott's Gransport had failed them, and the Moon's Lotus Elan. It was a complete mystery to me as to how John and Julia and two large cases could fit in such a tiny car. Sadly, the seventeenth members Pete and Trudy Stewart could not join us through illness, but we wished them well and a speedy recovery. A special mention must be made of our delightful French friends, Xavier and Isa Lavedrine,

who travelled all the way from the French Alps for the event.

The route to Perthshire took us on the wonderfully scenic B709 to Eskdalemuir and on through the Border Hills for 60 miles to Heriot and back onto the A7 and the Forth Road Bridge. The road was practically empty with incredible views marred only by the incongruous site of a Buddhist Monastery near Langholm and the occasional savage strip felling on some of the wooded hills. There must be a more aesthetic method of extraction than leaving numerous areas of forestry likened to war zones which take years to recover. As we approached the Forth the rain came down but cleared once on the A9 for the very stylish Dunkeld House Hotel positioned in beautiful grounds on the banks of the river Tay.

Day two took us north up the A9 for some forty miles via The House of Bruar for essential shopping and a pit

stop. It was then a left turn past the famous, much frequented, Dalwhinnie Distillery and on to Spean Bridge on the A82 and the Great Glen, one of the greatest driving roads in Britain. North again and west on the A87 to the Kyle of Lochalsh and over the bridge to Skye and the contrasting Royal Hotel in Portree. Each evening, pre-dinner drinks were served throughout the tour which gave everyone the chance of circulating and get to know new and recent members.

The following day was an early start for the check-in at Uig Ferry Terminal for Tarbert on the Isle of Harris. Much construction work was underway, even with the loss of EU funding, with new landing piers for the larger generation of Caledonian MacBrayne ferries. The crossing was just under two hours and landing was smooth and efficient with a new pier and marina for both fishing and pleasure





boats. As we were far too early for our three nights check in at the Harris Hotel, we opted for a clockwise tour around the Island on firstly single-track road but well paved with plenty of signed passing places. Highlights were St Clements Church built in the early sixteenth century by Alasdair MacLeod and said to be, ‘the grandest medieval building in the Western Isles’, and the stunning golden beaches extending for many miles along the west coast with spectacular views past Taransay and out to the Atlantic and beyond.

The second day on Lewis presented an opportunity to visit Calanais, pronounced Callanish, one of the greatest Neolithic monuments in Europe, erected 5000 years ago and predating Stonehenge by a thousand years. They consist of an extraordinary cross-shaped setting of stones bisecting a circle, covering a four-acre site with freedom to caress and wander with no restrictions. It was an experience of a lifetime shared with several members of our tour and just a few other visitors. This was also

the area where the Lewis Chess Men were found in the late nineteenth century, carved in Walrus Ivory but probably not made on these islands.

On the third day we stayed locally and visited the Harris Tweed stores, Museums, Distillery and the marina where we had an ample lunch from the kiosk and a long chat with the pro-European, anti SNP harbour master. It was also an opportunity for some walking and exercise.

Sunday brought rain and a problem with our wipers but with some borrowed ‘rain repellent gel’ we were able to drive safely with intermittent wipers. Our last day took us to the north end of the island for the Ullapool ferry crossing in the mid-afternoon. But we found Stornoway like a ghost town with most shops and cafes closed for the Sunday except for Lews Castle built by Sir James Matheson who owned the Island, bought with a fortune made from the Chinese opium trade. The ferry to Ullapool was spectacular with the tall mountains of the Summer Isles and views of Loch Broom.



1. When Sat Nav may not help. T-junction in Fionnsbhadh on south east coast of Isle of Harris. Photo: John Jackson.
2. The Maserati parking area at Hotel Inch in Fort Augustus, Loch Ness. Photo: Edwin Faulkner.
3. Stephen Holt’s Quattroporte V admires the North Scottish scenery. Photo: Stephen Holt.
4. The Jackson Mexico at the final stop, Taychreggan Hotel, on the banks of Loch Awe. Photo: John Jackson.
5. Queuing up for the Calmac Ferry from Uig, Isle of Skye to Tarbert, Isle of Harris. Photo: John Jackson.
6. First overnight stop at Dunkeld House Hotel on the Tay. Photo: Bill Jackson.
7. The Faulkner Quattroporte overlooking Uig Bay beach on the Isle of Lewis. Photo: Edwin Faulkner.
8. A truly spectacular view, one of many over the Isles of Harris and Lewis. Photo: David Daw.





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9. Edwin and Pam Faulkner and Quattroporte at Taychreggan Hotel, Loch Awe. Edwin poses while Pam wisely shelters.

Photo: Bill Jackson.

10. A thank you to the organisers Edwin and Pam, seen here receiving an unusual painting with coloured wool of a Hebridean View by Jennifer Budd. Photo: Bill Jackson.

11. Maserati parking at the Royal Hotel in Ullapool. John and Diane Lambden's 4200 Spyder to the fore. Photo: Edwin Faulkner.



11

The Monday was a route north over the famous curved Kylesku Bridge to Scourie and south at Laxford Bridge. This was the start of 35 miles of breathtaking views on the A838, flanked by high mountains, passing Loch More, Loch Shin and on to Largs. We then skirted Inverness by way of the Beaulay Firth and a good lunch in the town, then on to the Great Glen and Fort Augustus, the Caledonian Canal and The Inch Hotel with wonderful views of Loch Ness.

The following day was the last with our full complement of runners and riders. The road book took us south down the Great Glen to Forth William, on to Oban and by a circular route to the striking Taychreggan Hotel on the banks of Loch Awe.

It was David and Angie Daw who had generously organised gifts of thanks from us all for Edwin and Pam. They also reminded me that as I was the senior member of the Club on

the tour, I should say a few words. The presentation was therefore planned for that evening as this event was to be the very last in the line of many that they had organised over the last three decades. Naturally this modest couple were totally surprised but highly delighted with a Harris Tweed bedspread and matching pillows.

Our final day was a return to Gretna Green that took us to Taynault, on to Inveraray, down the side of Loch Lomond and, on the spur of the

moment, a visit to Charles Rennie Mackintosh's much shrouded but sensational Hill House at Helensburgh, much to the disappointment of David White who admitted later that he should have thought of a visit as well. Next time David.

It was a truly great event which we will cherish for many years. We will miss this charming and naturally friendly couple; it has been a great privilege to have counted Edwin and Pam as not just colleagues but as friends in our unique Maserati Club.

Highland Fling entrants

Edwin & Pam Faulkner	Quattroporte 1
John & Diane Lambden	4200 Spyder
Jon & Carol Stevenson	GranTurismo S
Howard & Claire Poole	Ghibli III S
David & Susan White	90th Anniversary Spyder
Xavier & Isobelle (Isa) Lavedrine	GranTurismo S
Stephen & Alison Holt	Quattroporte V
David & Angie Daw	GranSport LE
Toby & Fay Eves	GranTurismo S
Neil & Viveca Pistol	GranTurismo MC Stradale
John & Bill Jackson	Mexico
Matthew & Joanna Elliott	Mercedes
Geoffrey & Victoria Collett	Gransport LE
Mike & Shirley Pilgrim	GranTurismo
Philip & Jane Pearson	GranTurismo Sport
John & Julia Moon	Lotus Elan

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Silverstone Festival

On the August Bank Holiday weekend, Silverstone hosted its annual Festival. Three days of racing, club displays, trade stands and lots of family entertainment. The Maserati Club stand had a steady stream of cars and members in attendance throughout and there were a few on track too, as **Dave Smith** reports.



This year the Club stand was outside the main circuit, alongside the Wellington straight. There seemed to be plenty of space to start with, until the number of RS Fords on our neighbour's stand started to encroach. It wasn't the best of positions and the ground was rough grey gravel. Not inspiring, but we made the most of it with a decent marquee etc. Being close to the straight meant only a short walk to the action, and the handy grandstand on the outside of Village was but a stone's throw too.

This year, our organiser was David Webber, who took over at short notice but certainly threw himself into the thick of it. On Thursday before the event opened, Keith Davies, David and myself arrived to set up our stand. It

was an extremely hot day but no indicator of the weather to come!

Friday was Practice Day and that's when we found that you couldn't hear yourself talk in the marquee as the cars screamed past. A nice touch from Jerry and Clare Hutton was installing a large screen TV in the marquee so we could watch the action on Silverstone TV. Club cars on the stand: Friday – 11 cars. Saturday – 24 cars. Sunday – 17 cars. Mostly moderns including a Grecale, but with Keith's Indy and the Jackson Mexico there for the weekend and a few other classics at various times, including Derek Mills' Merak and the Trident Editor's Kyalami.

The Maserati pit was at the new 'Wing'. Is it still 'new'? Maseratis present: Steve Hart Racing were looking after four 250Fs: No 8.

Graham Adelman #2526. Usually drives a BRM, but today running his 250F after much work on the car. No. 248 – Klaus Lehr with Cameron Millar car CM5. No. 123 – Simon Hope with CM4 which has original #2505 engine, freshly rebuilt and No. 34 – John Spiers with #2516.

There were a couple of other Maseratis racing: No. 4 – Michael Birch in 4CM #1527 and No. 38 – Stephan Rettenmaier in 8CM #3020.

The races involving Maseratis.

There was a race with Maseratis on both Saturday and Sunday, and would you believe just before both races started the heavens opened but luckily stopped so the racing could commence.

Saturday: The HGPCA race for Pre





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'66 Grand Prix cars (whether front or rear engine) had attracted a huge grid of 40 cars with Charlie Martin winning in his Cooper T53. This race suited the 250Fs and all four were entered. The 8CM also took part. The 'fastest front engine' winner was John Spiers in his 250F.

Sunday: There were two HGPCA races for Pre'66 cars, this time splitting the front from the rear

engine. This naturally gave the earlier cars more of a chance of victory. The front engine race was six laps and with only 20 cars taking to the grid. John Spiers spun away his lead on the first lap, but subsequently managed to retake it, only to be passed on the last lap by Mark Shaw in his Scarab.

An enjoyable race meeting and thanks to Steve Hart for providing the extra information.

1. Keith Davies' Indy at the Silverstone Club stand. All photos: Dave Smith.

2. The club stand on the outside of the Wellington Straight. Typical Silverstone weather!

3. 250Fs in the pit garage at the Wing. Home for the weekend for Steve Hart Racing.

4. Magnificent 8CM (3020) of Stephan Rettenmaier waiting to go out.

5. Michael Birch's 4CM (1527) also ready to go in the Pre '66 race on the Sunday.

6. Klaus Lehr in 250F (CM5) tussling with a Cooper Bristol in the Saturday race.

7. John Spiers in the ex-Jean Behra 250F (2516) during the Sunday race.

8. Graham Adelman in 250F (2526) pushing on in the Sunday race.



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Concours d'Élégance Hampton Court

The Great Fountain Garden of Hampton Court Palace once again hosted this premier Concours event at the beginning of September. It was, as our reporter **Marie-Elisabeth Deroche-Miles** says, a Grand Day Out.



What is more joyous than a very early start on a foggy September morning with the promise of a warm and sunny day later on? The cavalry under the bonnet is chomping at the bit and the song of all cylinders roaring nicely is an invitation to move off swiftly as the sun starts showing through what is soon becoming mist.

On Sunday 3rd September at 8.00 am on the dot, a few Maserati Club UK enthusiasts joined the Hampton Court precinct for what was going to

be one of the best shows most of us had attended this year. As we waited to move off to the Palace gardens, eerily silent Rolls Royces and Bentleys purred past us (not unlike some of those electric cars which threaten to kill you silently), soon rejoined by more boisterous Ferraris and Lamborghinis. Carefully shepherded by Luq Niazi who had made sure everyone would be in place on time, Maserati Club UK was the first club to be called to drive round and park in front of the Palace. Soon after, a

procession of immaculate Bentleys came to rest next to us, the contrast between my 4200 Spyder, the youngest (and smallest) of our Maseratis and consequently last on the presentation line, and an imposing 1950s Bentley towering over it being rather breathtaking.

The Concours d'Élégance presented numerous magnificent cars as well as an unexpected bonus organised with Automobile Club de l'Ouest in Le Mans to celebrate the 100th anniversary of the 24 Hours of Le



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1. Jonathan Segal and his Maserati A6GCS Frua Spyder collecting the Best of Show award at Hampton Court. Cigar obligatory.

Photo: Richard Betts.

2. Also entered in the Concours was this 1953 OSCA Mt4. Ordered through the US agent for OSCA, Edgar Fronteras. However, before being exported, it was entered in the 1953 Le Mans, to be driven by Phil Hill and Fred Wacker. It didn't finish the race, retiring after 80 laps with axle failure. Once in the USA however, it competed in the 1954 12 hrs of Sebring finishing in a strong 8th place and 1st in class, driven by owner Rees T. Makins and Frank Bott.

Photo: Peter Collins.



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3. Car of the year perhaps? Thierry Dehaeck's Quattroporte Frua (121.002) features in our Quattroporte 60 article in this Trident but was an entrant here at Hampton Court and also attended the International in Barcelona! Photo: Peter Collins.

4. It was the first time this Frua bodied A6G had been seen in the UK and what an entrance it made. Only three cars were made on the shortened A6GCS chassis and bodied as Frua Spyders. This example has spent most of its life in the USA.

Photo: Richard Betts.



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the former owner, the well-known American Maserati collector John Bookout, now 100 years old, and who has been heavily involved in the story of this exceptional car. It was confirmed that #2110 first appeared in white with a black stripe, as visible in a period photo in *Motor Life*.

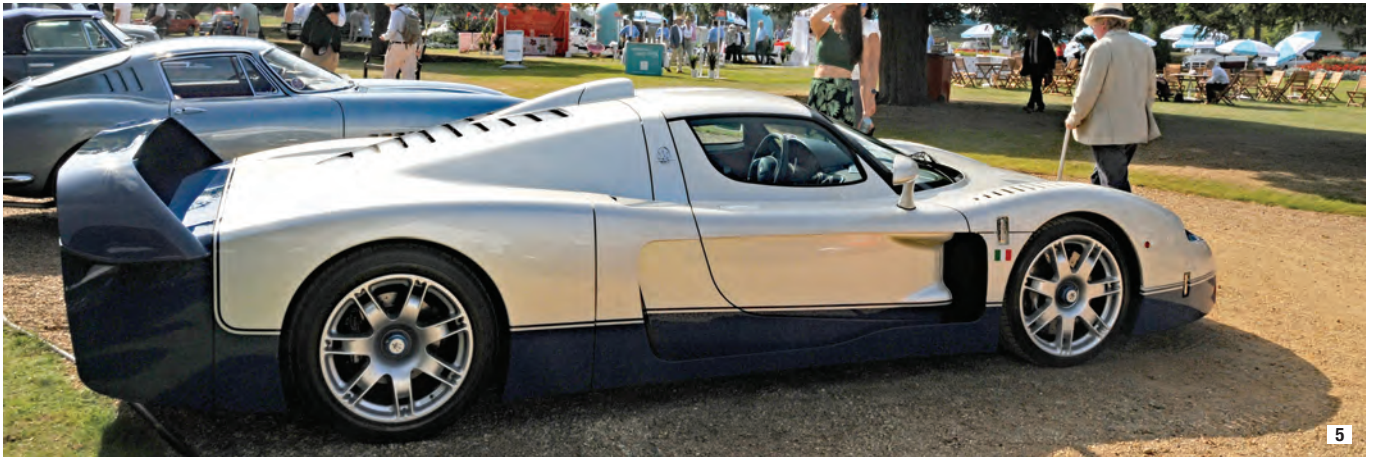
Maserati built #2110 on a racing A6GCS/53 chassis frame which was shorter than the normal road car A6G/54 frame. The A6GCS/53 had gear-driven dry sump engines with the oil tank in the boot. For this car, Maserati used the upper part of chain driven A6G/54 engine, more suitable to road use, with the lower A6GCS/53

Mans: ten winners and four double winners were gracing the front entrance to the Palace, one or other being started every now and then and, to the delight of many, breaking the generally cosy and muffled atmosphere of the show.

Altogether, there were 24 cars with Le Mans history, the most exceptional being rewarded with awards. Let's mention a few like the 1929 Bentley Speed Six 'Old Number One' (1920s and 1930s category), a 1964 Ferrari 250LM, a mid-engined 850kg beast

born to race (1950s and 1960s), and the 1972 Ferrari 365 GTB/4 Daytona Group 4 Competition capable of reaching 186mph on the Mulsanne straight (1970s to Present Day).

Among the cars displayed for the Concours d'Élégance, we had time to admire a 1953 OSCA Mt4 Barchetta, a 2012 Maserati MC12 and the 1971 Quattroporte Prototipo Frua that we had seen at Rétromobile in 2022 before we came to the Best of Show, a 1955 Maserati A6GCS Frua Spyder. Thanks to Adolfo Orsi, who is a close friend of



dry sump to allow for a more streamlined look. The car was shipped to the United States in the late 1950s where it has lived ever since. In the early 2000s, while owned by John Bookout and under the supervision of Adolfo, it was entered in the Concours at Villa d'Este where it won the Coppa d'Oro. This beautiful sports car, weighing just 740kg, was a perfect

example of how to blend serious engineering (170bhp straight six-cylinder engine) with timeless elegance and excellent road handling relying on the lightweight tubular chassis by Gilco. It was seen for the very first time in the UK at this Hampton Court event.

Also in this year's list of winners were a 1956 Jaguar XKSS (1950s

category), a 1961 Ferrari 250 GT SWB California Spider (1960s), a 1971 Lamborghini Miura P400 SV (1970s). The 'Future Classics' category boasted a 2023 Aston Martin Valkyrie, although the added tartan features which graced its bonnet and other parts somewhat clashed with the original Norwegian mythical figure of its name.

Among the Maserati Club members



– definitely not enough of us, considering the exceptional quality of this show coupled with the beauty and interest of its venue (we could visit the Palace for free) – Ian and Michelle Turner had delegated John Thurston to drive their beautiful 1972 Bora. After we had settled, John had the good idea to leave the rear bonnet open so visitors could admire the Bora engine. Judging by the number of people who started stopping, taking photos and

commenting, I thought it could be fun to do the same with most of our cars. Within a few minutes, the Maserati Club UK display was attracting rather a lot of admirers who showed their knowledge of and appreciation for ‘proper’ engines. If we had charged the onlookers, I guess we could have made enough to buy a few of the event’s £20 official catalogue.

Let’s not sound mercantile though and simply recall our enjoyment of a

shared champagne pre-lunch (and onwards) drink served on a small ‘Maserati’ table in the refreshing shade of a beautiful tree before picnic hampers rightly colonised the grass patch that we had taken the precaution to secure upon arrival. Luq and Jane Niazi had organised the day to perfection including securing the location along the Palace walls, close to the heart of the show.

Let’s make sure that next year, more of us enjoy what was literally a perfect Grand Day Out.



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5. Final Maserati entrant to the Concours at Hampton Court was this MC12 Stradale. Time has mellowed the styling of these cars just as values climb out of most mortals reach.

Photo: Peter Collins.

6. Line up of Club cars against the magnificent backdrop of Hampton Court Palace which include; Henry McNeill’s Ghibli Cup, Luq and Jane Niazi’s Spyder SE, Neil Murray’s 3200GT and the author’s 4200 Spyder.

Photo: Peter Collins.

7. The basic essentials as far as the Maserati Club are concerned.

Photo: Michael Miles

8. Club members attending Hampton Court Concours. It was a difficult job but someone had to do it.

Photo: Michael Miles.

9. A welcome return to the Club. This is the ex-Richard Hooley, Philip Bayne-Powell Series 1 Sebring, fresh from a restoration by the Haynes Motor Museum.

Photo: Peter Collins.

10. Yanni Argyrou’s very original Merak SS in the Club section.

Photo: Peter Collins.

11. Spectacular from any angle, the sublime A6GCS Frua Spyder (2110). The different disciplines of a racing car and a coachbuilt body were rarely so well combined. It was a fitting winner and it was great to see a Maserati taking the top honours for once. Photo: Michael Miles.



Circuit de Barcelona-CATALUNYA

00:00

66% 10:17:24

OVERALL	
1	44
	1:47.957
2	4
	+ 1.827
3	52
	+ 2.413
	+ 3.251
7	3
	+ 3.638
8	13
	+ 4.255
9	17
	+ 4.748
10	54
	+ 5.530
11	64
	+ 5.693
12	67
	+ 6.171
	20

Maserati International Rally – Spain

*This years MIR event took place in mid-September based in Barcelona and was organised for the first time by the Maserati Club of Spain. It was a good turnout from the UK Club, as **John Bennett** reports.*

Wow, this was a first as we had hardly ever seen a Spanish Maserati Club member and here they were organising the International Meeting in Barcelona! The chosen hotel, the W, stands like a huge sail right on the edge of the Mediterranean, with the beach to the north and the marina and harbour to the south. Very impressive with a pool and lots of seats in the sun.

And a great response from the UK with 23 cars from the Club, one starting in Denmark, another in the South of France and one flying in from South Africa to pick up his UK based Mexico; in addition two of the Australian contingent who are also UK members, making a grand total of 25 cars. I think the reason for the big response was the ease of travel via the ferries to northern Spain, especially for those who had been on previous Club trips to Spain and knew how good and empty most roads are (maybe not in and around Barcelona though).

We sailed out to Santander with a crowd and broke our journey at the Parador Sos del Rey Catolico, half way across the south of the Pyrenees.

1. Left: The assembly of cars on the MIR 23 event at the F1 circuit de Catalunya near Barcelona.

All photos: Maserati Club Spain.

2. Perfect PR opportunity for Maserati, with some stunning colours set against the backdrop of the W Hotel, base for the event.

3. Chris Relph's Mexico, one of the few classics on the event, looking ultra cool against the Barcelona backdrop.

An amazing hotel in this village of the kings where 13 cars overnighted. The fixed menu dinner became famous for its unusual content: Thistle starter followed by hen fricassée. Good for those on a diet!

Wednesday, on to Barcelona and the W Hotel that we could see long before we arrived. Luggage was unloaded and the cars moved to the underground parking. The Indy was dirty after 1200 miles but I had paid

upfront for a clean and valet on the first night and so handed over the keys to a guy who had my number on a list. Hmm, odd but I took the gamble and the car was there the next morning.

Cases were dumped in our room we set off to the lower floor to check in for the rally. Bizarrely, lanyards came with the car number but no participant name! We were duly presented with a large cardboard box with a host of



gifts from wine, polo shirts, sun hats and even cosmetics.

All in, 120 cars gathered from 15 countries. Despite being just across the border there were only eight French cars and a paltry three from Italy. A little worrying was the fact that there were only 11 cars that could be described as classics and seven of these belonged to UK Club members.

The party was about to start and so washed and brushed, we headed downstairs to the bus to take us to a restaurant on Mountjuic. This hill to the south of Barcelona was the scene of Spanish F1 races from 1969 when the race was won by fellow Scot Jackie Stewart. F1 racing stopped in 1975 following a fatal crash that closed the circuit to F1 cars.

We all piled onto the terrace of the restaurant for champagne and nibbles. Eventually we were ushered in for dinner. Plate after plate of delicious tapas arrived and we began to wonder about the main course and pudding advertised on the menu! Would we have room and would the buses wait. A good 15 mins after the expected time of departure had passed the lamb arrived and by then only the gluttons were interested! We headed upstairs and jumped on a bus back to the hotel. It had been a long day and so we hit the sack without a nightcap.

Friday dawned. We're not good at early starts on holiday – it was a holiday wasn't it? We arrived at breakfast to find just a handful of other late starters and downstairs a near empty car park. Most had left earlier for the morning at the Circuit de Catalunya. However we arrived at the circuit just in time to join the back of the track parade waiting on the grid. Three or four laps at a quickish pace before we were waved into parc fermé behind our hospitality grandstand. The keen and brave (I say brave if you have a 500+ mile journey home) could then don helmets and tear around as fast as they were able.





4. Roger and Helen Epszajn had travelled from the South of France in their Kyalami (see Trident 141) but the thought of a long journey home didn't stop Roger having fun on the circuit.

5. MC20s at the front of the pack, only a few minutes after the grid shot. Note the new Cielo on the left.

6. Chairman Michael and Jan in their Indy on track, with the Relph Mexico and Peter Straub's Mistral Spyder behind.

7. Judging the Concours. Adolfo Orsi and team caught between two Frua Prototypes, which isn't an everyday occurrence, even for him. In the end, he chose to award the prize to both of them, ever the diplomat.

8. Michael and Sarah O'Shea's Mistral Coupe on its first big outing after restoration. He is still smiling so that's OK.

9. Erwin and Daniela Gegenbauer from Austria enjoying the roads of Northern Spain in their Shamal.

10. Bell Recó (in Argentina) was one of the lunch stops during the rally day. The entertainment was this display of the Catalan tradition of human tower building, called Castell. Apparently 10 tiers is the record!



Meanwhile the wimps were enjoying coffee, cakes and a load of chat. At some point I was called down to the car as it was to be inspected for the concours d'élégance. Adolfo Orsi (grandson of the Orsi who owned Maserati from 1937 to the 1968 and eminent Maserati historian) was leading the judges but seemed unimpressed by my lovely Indy 4.9. He said that the colour wasn't original and that the screws on the ashtray weren't original either. I give up, all that money on having the car valeted wasted! Back upstairs and soon it was time for a fabulous buffet lunch.

We drove back to the hotel afterwards, dropped the car and took a taxi to the Picasso Museum. It's





Edition on display, watched over by a magnificent statue of Neptune and his trident. We were treated to a five star banquet in the main hall, the Salón de Contratación. I take my hat off to the organisers, it really was an exceptional evening.

Saturday was designated as the Rally Pueblos de Piedra or if you don't speak Spanish, the Rally of the Stone Villages. It was a bit of a trek on the Autopista before we hit the local roads. Again we were behind time and just made it to the three beautifully preserved old villages before the check points closed. Quite a lot of rushing around on small roads and our especial thanks go to four large Swedish Maseratisti who, at one point, showed us the way in their QP5 which kept grounding on the bumpy bits. Then back on the Autopista for the 35 minute drive to lunch in the graceful gardens of Bell Recó, a fifties mansion just north of the city. More wonderful food sitting at tables under the trees. Back at the hotel we filled what was left of the afternoon with a walk on the beach by the hotel.



The last evening's formal dinner was held in the Great Room of the hotel. At first it seemed just a huge conference room but then a whole wall of curtains opened creating a wonderful vista looking down the beach to the north. More lovely food was followed by the prize giving.

Amazingly there were concours prizes for Michael O'Shea's Mistral Coupe, just out of a long restoration, Roger Epszajn's Kyalami that he bought in Aberdeen two decades ago and then drove to his house in the South of France to act as his resident Maserati, and Chris Relph's Mexico, that he uses in Europe when he flies back from SA. There was also a prize for our Australian member Steve Dowling whose Frua QP prototype won a joint prize with the other Frua QP prototype that was also present. In addition it has to be



mostly pictures he bequeathed to the city and includes lots of prints and drawing – all very interesting. We came out to find torrential rain and not a taxi to be had. We walked the two kms back to the hotel and arrived literally soaked to the skin! Time for a

bath and then to get polished up for that evening's event in La Llotja del Mar. We were promised an exquisite dinner and that was no understatement. Champagne and canapés in the stunning internal courtyard graced by a Ghibli Zeda

11. Ghibli Zeda Edition, one of Maserati's Fuoriserie projects with extraordinary paintwork.

There is also a Quattroporte and Levante version. Apparently, it is to celebrate the twin-turbo V8. All for that.

12. Some traditional Spanish Flamenco with a contemporary twist during the evening at La Llotja Del Mar in Barcelona.

13. Some of the UK entrants pose for the official photographer during the Gala Dinner.

14. Maserati car park at Bell Recó during the road rally day. Modern Maseratis made up the majority of the cars attending.

15. The prizegiving. Adolfo Orsi presenting Michael and Sarah O'Shea with their watch, while Claudio Ivaldi of the Biturbo Club Italia (another Concours judge), looks on.

recorded that Micheal O'Shea and Luq Niazi both won watches in the draw. Losing out upset me so much I moved onto Gin and Tonics until it was collapsing time!

Sunday morning was a flurry of breakfast (late as usual), much kissing and hugging and promises to meet in Salzburg in 2024. Then off to the Hotel Vinas de Larrede on the edge of the Pyrenees and in the winter a ski hotel. Ten Maseratis parked up and we enjoyed a great evening together in this huge chalet. After breakfast we shot off in the Indy to Santander for the ferry home whilst most of the others were overnighing at the Parador de Hondarriba overlooking Hendaye on the coast just south of the French border. Six cars then took the ferry home from Bilbao.

Overall it was great fun and getting there and back was a huge part of the event for us – thundering across Europe as I am wont to say. Next year is Salzburg 12-15 September and I guess we'll offer some optional stops out and back as before.



14



15

MIR Spain UK Club entrants

Arthur & Diane Kelly	Ghibli III
Eric & Deborah Toft	GranTurismo Sport
Greg & Fiona Dyson	Levante
Roger & Helen Epsztajn	Kyalami
David & Susan White	90th Anniversary Spyder
Julia Hitchon & Angelo Incorvaio	GranCabrio
Kaj & Lene Svenningson	4200 Spyder
Peter & Jane Holmes	GranSport Spyder
John & Diane Lambden	3200GT
Mike & Shirley Pilgrim	GranTurismo S
Michael Roberts & Jan Wilson	Indy
Luq & Jane Niazi	90th Anniversary Spyder
Chris & Fiona Relph	Mexico
Michael & Sarah O'Shea	Mistral Coupe
David & Angie Daw	GranTurismo S
Cliff & Rosie Clifton	GranSport Spyder
Philip & Jane Pearson	GranTurismo Sport
Simon & Marcia Davies	Quattroporte Trofeo
Adam Golder & Sarah Fitzsimmons	3200GT AC
Jeff & Sue Stow	4200 Coupe
John & Susan Bennett	Indy 4900
Stephen & Sarah Fowler	GranTurismo S
Richard & Joy Shaw	GranTurismo
Stephen Dowling & Chris Young	Quattroporte Frua
John & Judy Gove	Mistral Spyder

The Autumn Tour – Buxton, Derbyshire

*Over the last weekend in September, the Club held it's Autumn Tour, this year in Derbyshire. It was a very sociable event, as **Greg Dyson** reports.*



Designed by John Carr and built by the Duke of Devonshire in the late Eighteenth Century the magnificent Grade 1 Listed Buxton Crescent served as a superb base for the Maserati Club Autumn Tour. The last weekend in September saw The Crescent's stunning facade – nowadays concealing a five star hotel – enhanced by one of the few additions that could improve its majestic appearance: 35 Maseratis.

Superb planning by Dom and Christine Findlow made this a Tour with a difference: total mileage being less than the norm for Maserati Tours with a circular route for day one being only some 70 miles and for day two 60 but these distances were absolutely ideal for the narrow, twisting and sometimes testing roads of the Peak District and the Derbyshire Dales and

gave an opportunity for leisurely stops to admire the truly stunning views and charming villages but also included runs over the famous Cat and Fiddle Pass, the Snake Pass and two runs down the steep Winnats Pass. The carefully-crafted routes reminded us that England has some really beautiful natural scenery which is easily accessible just a short distance away from our major roads. A number of road-repair diversions added a subtle twist to the navigation as signage for the diversions was either sparse or non-existent – Satnav was called into play for even the most experienced co-drivers!

Sunday took us to a lunch stop and visit at Chatsworth House where the beauty of nature was exchanged for beauty of a man-made variety; the house (a palace really) containing one of the finest collections of art,

statuary, porcelain and furniture in the entire country with the building itself set in a magnificent Capability Brown landscape. The only distraction from this magnificence was the sight of more than 30 Maseratis that turned visitors' heads away from the House and towards the car park.

The forecast promised gradually improving weather from Saturday morning onwards but the clouds, however, were having none of it and rain set in by lunchtime on day one which increased in intensity to be justly described as torrential by late afternoon and continued thus into Sunday.

Rain could do nothing, however, to dampen the spirits of the Maserati Club members as Dom and Chris had devised a cunning scheme to encourage the social side of the event with dinner seating being determined



by lucky dip and each table tasked with a quiz. This was a wonderful idea ensuring that old and new members alike mixed instantly and plunged straight away into a shared but light-hearted task with a competitive element to get everyone excited and involved. A similar but more difficult quiz for the second night produced more hilarity and with Anniversary Congratulations for Cliff and Rosie Clifton and Birthday Congratulations for Eric Toft, the evening took on a true party atmosphere.

By the Sunday evening ‘Dress-to-Impress’ dinner everyone had mixed and mingled to make for a truly

sociable party and the surprise appearance of the Singing Waiters that Dom and Chris had arranged – offering everything from Nessun Dorma to Abba via Sweet Caroline - and an unforgettable demonstration by Luq and Eric of their forthcoming routine for Strictly Come Dancing soon had everyone singing in the aisles and raising the roof beams.

There was also a prize-giving with a difference. Selected by members of the public at Chatsworth House, there was a prize for the car most associated with a gangster or Bond villain. This went to Tony and Kerry Lomas with the beautiful 3500GTI. The Chatsworth visitors also chose the car

1. A bit of Italian colour outside Buxton Crescent Hotel, base for this year’s Autumn Tour.

Photo: Christine Findlow.

2. Custard sandwich. Ghibli III in presidential yellow amongst the GranTurismos in Buxton.

Photo: Dave Smith.

3. Mistral Spyder of John and Judy Gove braving the bracing weather.

Photo: Dave Smith.

they would most like to take home, which was Eric Toft’s black GranTurismo.

A further prize was awarded for the most comical attempt to arrive at the rally; this went to Chris Green, who,



at the start of his journey, found out he had a flat tyre. Having taken the car to the garage in order to get the puncture repaired, he then found out that he didn't have an MOT and that the car was still on a SORN, So he was quite busy that day before he could even set off for the event.

Dom and Chris then awarded the Corley Motors Trophy for overall winner – spirit of the Rally. They wanted this to go to a new member who had entered into the spirit of the event and awarded it to Michael Hunt and Susan Evans.

Our thanks go to Dom and Chris who really did us proud; this was a wonderful event with an ideal balance between driving, sight-seeing and socialising which combined to create a truly memorable weekend.



4. Luq and Jane Niazi's Spyder with Chatsworth House in the background. Photo: Luq Niazi.

5. Tony Lomas collecting his award for best Bond villain car. Photo: Dave Smith.

6. The winners. Michael Hunt and Susan Evans were victorious in their GranTurismo S. Here being presented with the Corley Motors Trophy by the organisers, Dom and Christine Findlow. Photo: Dave Smith.



Autumn Tour Entrants.

Angie & David Daw	GranTurismo S MC Shift
Eric & Deborah Toft	GranTurismo Sport
Keith Davies & Dave Smith	222E
Peter Bateman & Kathryn Remington	Bora
Jacky Wood & Gail Mosley	3200GT
Tony & Kerry Lomas	3500GTI
Chris & Hilary Green	Ghibli
John & Judy Gove	Mistral Spyder
Philip & Jane Pearson	GranTurismo
John & Diane Lambden	4200 Spyder
Charles & Tanya White	4200 Spyder
Bill Dryden & Jan Parmenter	90th Anniversary Spyder
Peter & Trudy Stewart	GranSport LE
Frank & Jill Wheeler 3200GT	Assetto Corsa
Douglas & Liz Lowndes	GranTurismo
Peter & Denise Pring	Ghibli III
Michael & Marie-Elisabeth Deroche-Miles	4200 Spyder
Malcolm & Alison Roberts	MC Victory
Greg & Fiona Dyson	3500GT
Dick & Mary Pole	3200 GTA
Stephen & Elaine Crozier	Ghibli MC
Michael Hunt & Susan Evans	GranTurismo S
Philip & Adine Ford	GranTurismo S
Cliff & Rosemarie Clifton	3500GT
Michael Roberts & Jan Wilson	Indy
Tony & Jane Willis	Grecale
Drummond & Vivian Bone	Quattroporte V
Luq & Jane Niazi	90th Anniversary Spyder
Malcolm & Penny Gregory	Ghibli
Richard & Joy Shaw	GranTurismo
Andy & Teresa Lerry	GranSport Spyder
Jon & Carol Stevenson	GranTurismo
Nicolas Jagou & Séverine Legrand	Quattroporte IV
David & Helen Wells	GranTurismo MC Stradale
Jullien & Jo Walkley	GranTurismo
Dominic & Christine Findlow	Range Rover Sport (crew car)



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Stella Bianca



CA67

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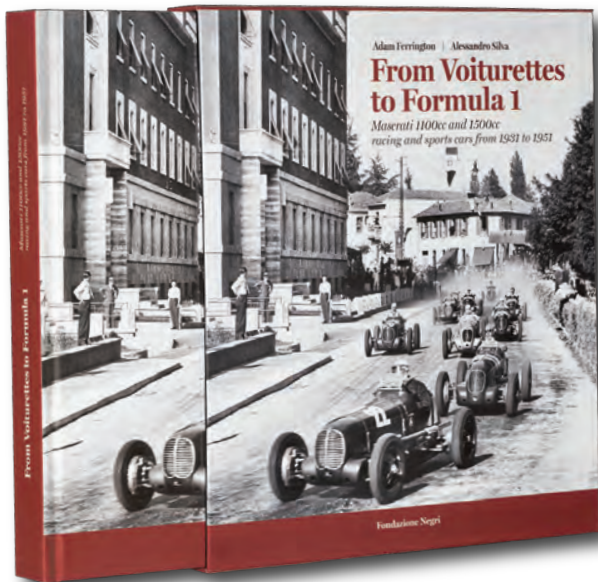
Early Maserati road cars fitted 600x16
Pirelli Stella Bianca crossply or 185VR16
Pirelli Cinturato CA67.

In 1964 Maserati fitted 15" Borrani wheels
with 205VR15 Pirelli Cinturato CN72

Book Review:

From Voiturettes to Formula 1

Maserati 1100cc and 1500cc racing and sportscars from 1931 to 1951, by Adam Ferrington and Alessandro Silva. Review by *the Editor*.



While in recent years there have been a number of new books on various different models of Maserati, there has been very little concerning the earlier cars. Until now I have been using the 1980s Maserati history by Orsini and Zagari as my bible, but while that remains a seminal work of its time, this new book from Adam Ferrington and Alessandro Silva will

immediate post-war period he started researching the Maserati 4CL around 25 years ago and this led his interest back to the prewar cars. He met Alessandro soon after, when the latter was researching his own book on postwar racing, which was subsequently published as *Back on Track*. Since then, the two have worked together using their archives and Maserati's factory documentation,

undoubtedly become the standard reference for these cars.

Adam's assistance when I was working on the Tipo 26 article for Trident 146 gave me some idea of what I might expect as he has an extensive archive of the period. From an early interest in motor racing in the

and this is the result.

The book divides into five main chapters for each of the 4CS, 4CM, 6CM, 4CL and 4CLT models and after introductions and discussion of developments by Maserati, within the chapters there is a chassis by chassis history of each car. These start with a synopsis of the car from build date to the end of its competitive life. Following this are the statistics on the actual races each competed in and then there follows a profile of each owner/driver.

While none of these cars were made in large numbers (just over 100 of all types covered) the number of drivers who drove them in period is around 400 and the vast majority are featured here. This is an incredible resource in itself, a real Who's Who of racing drivers of the time and is thoroughly indexed as many drivers raced or owned multiple cars. Luigi Villorosi was the most prolific driver, racing no less than 17 of them!

The decision to avoid more recent histories, reconstructions and latter day Historic Racing means that the book retains a purity and integrity that many others lack, though it has to be said that most of us will admit to a sneaking tabloid fascination with the modern histories. Wisely, the authors agreed a 'soft' end date of around 1955 as by this time, these cars' original careers were over and they then merely state whether they have survived or not.

This is a very academic piece of work and the information is quite densely packed (though even so, there



are 460 pages), but it is not a dry textbook as it is comprehensively illustrated with 705 photographs. In fact, there are multiple photographs of each car and driver, which in itself is a real achievement given the photographic technology of the period. If there is a gap, I couldn't find it! All the photos are lovingly presented in black and white (and captioned!) and the atmosphere they create romances even the most scholarly reader.

It is a totally absorbing mixture of reference book and good read but it is of course only for a minority as it doesn't even cover all of Maserati's output during the period. As Adam says, there are really three categories of Maserati from this era; the Tipo 26s, the 'big' cars (larger engines!) like the 8CM and 8CTF and then the 'small' cars or voiturettes. This book only covers the latter. So, are there more books planned? Adam says he is not sure, but remains interested. He clearly has the archive for it.

Very specific books such as this need a confident publisher, one that is not afraid of resisting overtly commercial pressure and therefore

1. August 1938, 6CM Maseratis at the Coppa Ciano in Livorno, a voiturette event. Photo: Spitzley/ Zagari Archive.

2. Luigi 'Gigi' Villorosi on the grid at Donington Park in 6CM (1541) in 1937. This was one of his first outings but he would become one of the most prolific and successful of Maserati drivers. Photo: Adam Ferrington Archive.

3. April 1939, British Empire Trophy at Donington. A refuelling stop for Charlie Dodson in 4CM 1128. Photo: Spitzley/ Zagari Archive.

4. May 1947, Jersey Road Race, St. Helier. On the front row Sommer (4CL 1570), Chiron (6CM 1565), Pagani (4CL 1568) and Bira (4CL 1584). Behind is Ansell (4CL 1567). Photo: Adam Ferrington Archive.

Fondazione Negri should also be congratulated, though they have sensibly produced the book in limited numbers (500 individually numbered copies). Not abnormal for this kind of work. However, as we go to press I have heard that sales are strong and it is likely to be sold out.

If you are interested in this era of Maserati then this is required reading

but even if your interest is a passing one, this is still a fascinating book. Just order one soon, that's all!

From Voiturettes to Formula 1, hardback with slipcase, costs 150 euros and is published by Fondazione Negri in Brescia. You can order it directly from their website at www.negri.it or find it in the UK with David Thomas Motoring Books.



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