



MASERATI

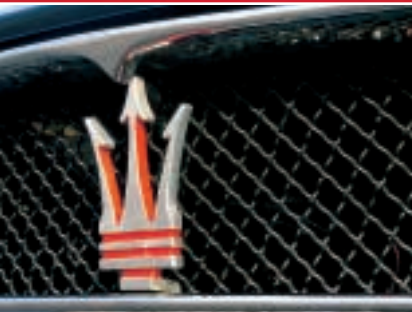
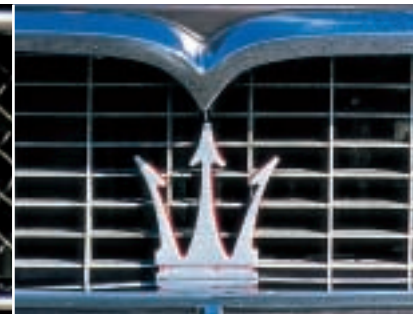
COUPÉ

The History

JÜRGEN LEWANDOWSKI







MASERATI COUPÉ

The History

JÜRGEN LEWANDOWSKI



MASERATI

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LUCA DI MONTEZEMOLO



T *Tempora mutantur, nos et mutamur in illis* – this classical quotation is attributed to Emperor Lothair I (795–855) and means “Times change and we with them.” A sentiment as relevant today as it was over a thousand years ago: we must accept the new, not only to keep tradition alive, but also to reinterpret it in new ways. A little like adding new layers of history, like the rings of a tall, majestic tree, in a way. This is why, when all is said and done, the Maserati-Ferrari union was the best thing that could have happened to the Trident marque in an era when the unwritten law is that individuals can only triumph if they are part of a strong community.

Even though the Maserati brothers, Omer Orsi, his family, and Enzo Ferrari would probably have questioned the wisdom of the Prancing Horse-Trident union, this was a marriage made

RETURN TO TRADITION

in heaven for Italian sports car enthusiasts, bringing together two classic, world-renowned marques to their mutual benefit, so that they are no longer pitted against one another as in the past.

But before any triumphant return, there is always a period of reminiscing about the past. What made the marque so great? What were its strong points? Its Achilles’ heels? And

what inspired such incredible customer loyalty?

These are the kind of questions that the Maserati design, technical, marketing and production teams have all asked themselves. Little by little, they have realised that there is no easy answer. Maserati simply has that special something that comes only after decades of competing on the track and on the roads, and with the creation of thrilling designs, and engines inspired by that



same experience. In that regard, Maserati and Ferrari were perfect rivals, although Ferrari's youthful aggression meant that it focused on a completely different kind of owner. Maseratis were the cars bought by well-to-do yet unostentatious fathers, while Ferraris were the cars their sons chose every time, irresistibly drawn to the thrill of a red 12-cylinder rather than a dark blue 8-cylinder.

The two marques epitomised the Italian sports car until the 1970s and the disastrous advent of the oil crisis. Ferrari emerged from that time relatively unscathed, thanks to its collaboration with Fiat, while its long-time rival was bought by Citroën and did not fare so well. This brings us up to the 1990s and Maserati's deals with De Tomaso and Fiat. However, it was only when Ferrari took over that the Trident marque was able to return to the roots of its real strengths: designing and building magnificent GTs.

This was a task which President Luca di Montezemolo and his staff approached with enormous passion and commitment. Success came quickly in the form of the 3200 GT, unveiled in the autumn of 1998. The 3200 GT was concrete proof of the new lease of life and

energy being felt in Modena. Then, when in September 2001, the new Spyder received a rapturous welcome from the public at the Frankfurt Motor Show, the new Maserati profile slowly emerged as quite similar to that of the golden decades of the 1950s, '60s and '70s: the emphasis would be on the production of classic high-performance, beautiful GT models, built to nothing less than perfection.



And the Spyder was also equipped with a new 4.2-litre 8-cylinder engine which will comply with even the strictest exhaust emission and noise pollution regulations world-wide over the coming years. Then at the beginning of 2002 came the next step: a completely redesigned Coupé which not only boasted the famous new engine,

but all of the technological finesse imaginable from the transaxle transmission to a F1 gearbox and Skyhook suspension. Leaving us in no doubt whatsoever that the Coupé and the Spyder have put Maserati firmly back at the centre of the world stage and that the Trident marque lives on. Just the kind of good news the fans have been waiting for all along.

Jürgen Lewandowski



MASERATI COUPÉ

1946. History begins





*Maserati A6*_{Pininfarina} | *Maserati A6GCS*_{Pininfarina}

*Maserati A6G/54*_{Zagato} | *Maserati A6G/54*_{Allemano}



MASERATI A6 PININFARINA



MASERATI A6GCS PININFARINA



MASERATI A6G/54 ZAGATO



MASERATI A6G/54 ALLEMANO

THE FIRST MODELS

Even from its very earliest days, designing and building racing cars has always been the driving force at Maserati. This passion has brought the company both moments of great triumph and bitter disappointment at times when it could not match engineering genius with the kind of economic clout enjoyed by its main competitors. For 21 long years, the roar of racing engines signalled the Maserati brothers' desire to win on the track, but the advent of World War II quickly changed everything. It was only in 1946 that racing started again in earnest. The Maserati brothers would have

become truly legendary if only their enormous success could have continued. However, they decided to break their consultancy contract with the Orsi family 10 years after they had sold the rights to the marque. Thus, they bid farewell to the familiar Maserati buildings and moved to Bologna to start a new company, O.S.C.A. (Officina Specializzata Costruzione Automobili), where they continued to build sports and racing cars on an independent basis.

MASERATI A6 PININFARINA



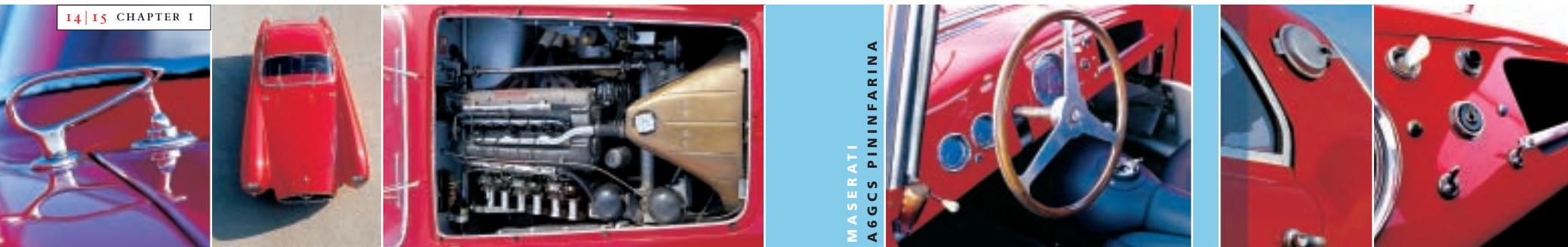


But before this voluntary separation could take place, the brothers produced the A6 1500, the first Maserati road car. The 'A' of its name stood for Alfieri, their late brother, while the '6' represented the numbers of cylinders in the engine. This was a coupé bodied by Pinin Farina, which gave the few lucky people who could afford it a first taste of the style that would dominate car design for many years to come. The new car had a line similar to that of the famous Cisitalia, which also wielded a huge influence over sports car design right up until the present day.

This model was the brainchild of Ernesto Maserati, who even as the 6CM single-seater was being built in 1936, was wondering if a sporty road car for day-to-day use could be developed from the compact 1,493 cc in-line 6-cylinder engine. However, the project did not progress any further at the time, because priority was given instead to

creating a new 6CM racer and the new engine with a Roots compressor, of which 29 were later built and snapped up by private enthusiasts, courtesy of their light weight and 175 bhp.

And so we had to wait until after the War for Ernesto's idea for a Maserati 'road' car to become a reality, even though in October 1941 a prototype of the A6 1500, built by Carrozzeria Pinin Farina, was already to be found in Bindo Maserati's office. Unfortunately, however, just a single faded photograph of this model with its trademark tail, relatively large whitewall tyres and very understated headlights, survives. Nonetheless, it still gives an idea of the line on which Pinin Farina would set to work on once the war finally came to an end.



Work on the development of the engine started in the spring of 1941. A year later, a prototype, known as the 6CS, was finally produced: as the 6C in the name suggests, it was an in-line 6-cylinder with twin overhead camshafts, while the S stood for Sport. The bore and stroke for this engine were set at 66 and 72.5 mm respectively (in the 6CM they were 65 and 75 mm), making it a 1,488.2 cc. But the real surprise was the fact that it did not have a Roots compressor. The engine was naturally aspirated even though until that time all Maserati racing cars had been equipped with a mechanical compressor to improve performance.

At the end of the War, Maserati decided to take this 6-cylinder engine even further with two different types of cylinder head: an engine with a single overhead camshaft was created for the planned road version, while the racer was to be given twin overhead cams, although this did not happen for quite some time for financial reasons.

Just as chassis no. 1 was being tested in the autumn of 1946, work began at Modena on a second one for Carrozzeria Pinin Farina. It was powered by the new 6-cylinder engine which generated 65 bhp at 4,700 rpm. The result of the chassis, engine and bodywork combination was unveiled for the very first time at the International Motor Show in Geneva in the spring of 1947, where its extraordinarily clean, elongated line immediately captured the public's imagination. It is no exaggeration to say that Pinin Farina opened a whole new era in design with the A6 1500. Leading Swiss motor historian Roger Gloor wrote of the A6 1500: "The A6 is a two-seater with an astonishingly beautiful line. It has smooth sides which are reminiscent of the Pontoon style between the wheel arches, a tapering rear section with a curved back window, Plexiglass sun roof and pop-up headlights on the sides of the traditional Maserati radiator grille."



A6 PROTOTIPO



A6 PROTOTIPO



A6G FRUA

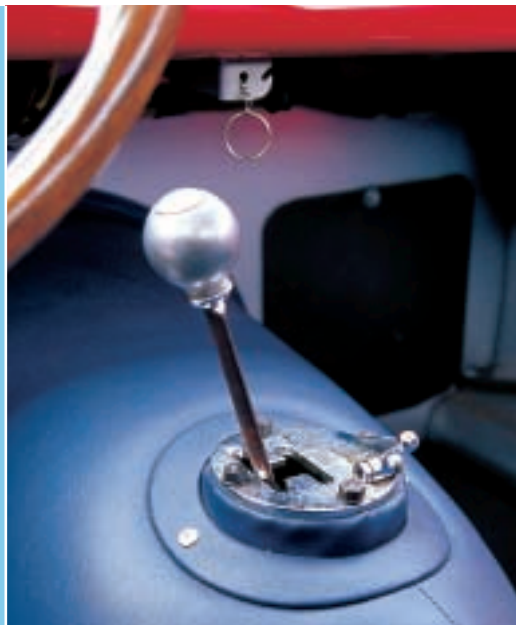


A6G VIGNALE

MASERATI A6GCS PININFARINA



MASERATI A6GCS PININFARINA



MASERATI A6 PININFARINA



MASERATI A6G/54 ALLEMANO



MASERATI A6G/54 ZAGATO





MASERATI A6G/54 ALLEMANO



MASERATI A6GCS PININFARINA



MASERATI A6 PININFARINA



MASERATI A6G/54 ZAGATO



MASERATI A6G/54 ZAGATO



After Maserati built the first chassis, production of this first road car was slow, but this was unsurprising given the terrible poverty that prevailed in the years immediately after the war. And so after the first two prototypes, just three other models were delivered 1947, followed by nine more in 1948. In addition to this, Pinin Farina did away with the pop-up lights at the end of 1947 and gave the cockpit another side window, to make it brighter. He also built a first spyder. A total of 60 of this first 1.5-litre model were produced up to 1950, including one or two spyders. Over the years, Pinin Farina added new details here and there. In fact, each and every one of these cars was unique, with its form and specs changing to suit the owner.

Gradually, however, owners began demanding a little more power, so Maserati turned to the dependable 2-litre engine belonging to the A6G.CS, a sports car of which 16 were produced between 1947 and 1953, signalling a triumphant return to racing for the Maserati colours thanks to several victories, some at the hands of private drivers. When work was begun in 1949, the racing engine had just a single overhead camshaft, a 11:1 compression ratio and three Weber carburettors. It generated 130 bhp at 6,000 rpm. In order to adapt this kind of power to heavy day-to-day use, the stroke was reduced to 80 mm, giving a displacement of 1,954 cc. The compression ratio was also cut drastically at the same time to 7.8:1.



MASERATI A6G/54 ALLEMANO

MASERATI
A6G
FRUAMASERATI
A6G
ZAGATOMASERATI
A6G
ALLEMANO

The experts are still arguing today over how much power these modifications actually resulted in: the figures vary between 100 and 125 bhp, depending on which documents you are prepared to believe. Logically, however, it should have been around 100 bhp. This kind of power meant that the top speed shot up by 10 km/h to 160 with good pick-up – a huge achievement for the time.

The model was officially named the A6G 2000 – after the power was reduced the ‘CS’ suffix (Corsa Sport) had been wisely removed. The new ‘G’ stood for ‘ghisa’, the Italian for cast-iron from which a few of the engines’ cylinder blocks were built. However, in reality, most were made of the much preferred light alloy. Unfortunately, demand for the car did

not live up to expectations and between 1951 and 1953, just 16 were sold, most of which ended up in the United States. Official figures indicate that in total one coupé with bodywork by Vignale, one Casa Frua one and nine designed by Pinin Farina, joined the five other Frua Spyders.

The fact that production numbers remained so tiny was not solely the result of Maserati’s practically non-existent sales network. In fact, it actually had more to do with the fact that Omer Orsi was spending more time on his racing cars than his road ones. Equally importantly, he had not yet developed the right business acumen for understanding the kind of sports or GT car that would appeal to a wider customer base.

MASERATI A6G/54 ALLEMANO





MASERATI A6 PININFARINA
MASERATI A6GCS PININFARINA



The sales figures convinced the company that it was time to give the A6G.CS a different, already existing cylinder head with twin overhead cams, in order to significantly improve its power. Naturally enough, the design would first and foremost be used to win races. So much so, in fact, that the new A6GCS/53 racer's 170 bhp pushed it up to a breathtaking 235 km/h, making it one of the most successful 2-litre sports cars of all time. 52 examples of the truly champion-making model were turned out until 1955.

This characteristic sports car was also the basis for what was probably the most thrilling coupé of those years, the A6GCS Berlinetta, which the Carrozzeria Pinin Farina gave

a spellbinding line. Just four were built between 1954 and 1955, however, and all owed their existence to Maserati's Roman sales rep Guglielmo (Mimmo) Dei, who wanted a closed berlinetta for his racing customers that would offer greater protection from bad weather. The car was actually a racing GT, even though it was perfectly suited to road use.

Taking his inspiration from the barchetta, Pinin Farina created a larger, heavier coupé (1000 kg instead of 740), which thanks to its superb elegance, became an instant Maserati classic. This was also the last of the Trident cars to be designed by Pinin Farina. It was unveiled for the first time at Turin's International Motor Show and soon made it



MASERATI A6G/54 ZAGATO
MASERATI A6G/54 ALLEMANO



onto the market, thanks once again to Mimmo Dei's incredible dynamism.

That said, Omer Orsi immediately realised that a hot, noisy, uncomfortable racing-inspired car would appeal to very few buyers. With this in mind, a series of changes was made to the engine to render it more suitable for everyday use. The cylinder head and the lubrication system were modified with the latter's expensive dry-sump system replaced by a normal sump. Last but not least, the compression ratio was cut from 8.75:1 to 8:1 and smaller 38DCo3 or 36DCo4 Weber carburettors were fitted, although it was still possible for buyers to order the original 40DCo3 version at an extra cost.

After all of these modifications had been made, the A6G/54 generated 150 bhp at 6,000 rpm, giving it a top speed of between 195 and 210 km/h depending on the weight of its bodywork and the carburettors used.

This first model built was a white Frua coupé which received its world debut at the Paris Show in the autumn of 1954. It was to be followed by a further 58 vehicles before production was finally halted in June 1957. After the Maserati-Carrozzeria Pinin Farina collaboration came to an end when the latter became responsible for the Ferrari bodies, three more companies, Allemano, Frua and Zagato, went on to work on the design of this car.



MASERATI A6GCS PININFARINA



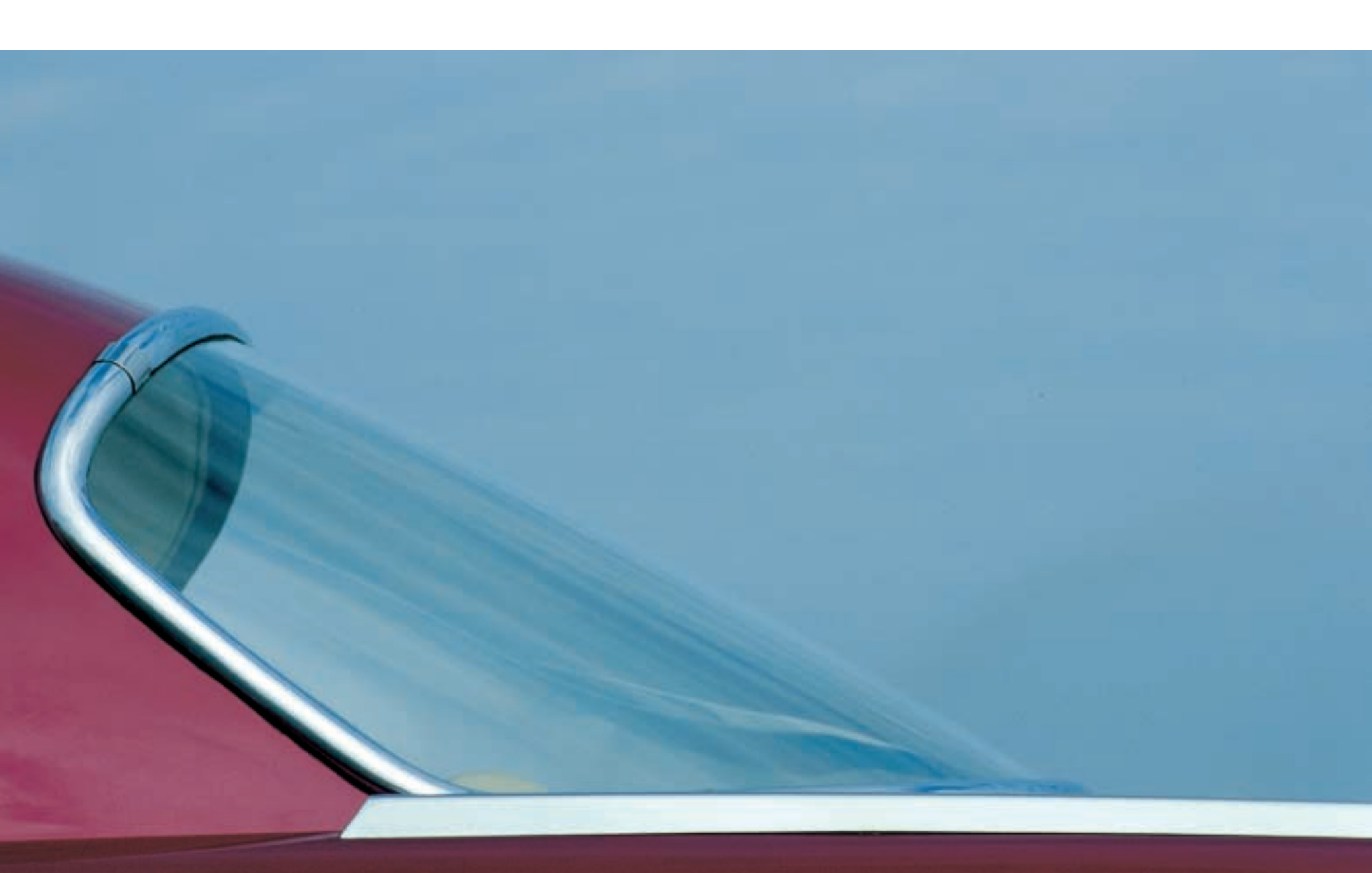


While Allemano went down in Maserati's history with 21 elegant, understated coupés, Zagato and Frua came up with both coupés and spyders, including a Zagato Spyder which became the rarest model built on this production line. The Milanese lightweight body specialist also produced a further 20 coupés which made their mark both on the track and in hillclimbs thanks to the exploits of privateers.

The 18 vehicles created by Frua for his customers, however, were midway between the distinctive Allemano coupés and Zagato's very sporty models. They were fascinating, powerful and yet still very suitable for everyday use. It is no surprise therefore that they

are enjoying a new burst of popularity at the moment. But the fact that the customers' hearts really lay with the Spyders is clear from the fact that of the 18 cars built by Frua, only six were coupés: the rest were all open-top two-seaters.

The story of the first generation Maserati 6-cylinders drew to a close in June 1957 with an Frua-designed khaki A6G/54 coupé with brown leather upholstery and stripe. This was followed just a few months later by the great 3500 GT which naturally enough, betrayed its racing origins in its engine - the 350 S that powered the World Championship sports cars.



Maserati 3500 GT | *Maserati Sebring*

Maserati Mistral



OVERNIGHT SUCCESS – AT LAST!

At the end of the 1950s, Maserati was forced to radically change its company policy and leave much of the racing to privateers to concentrate on the production of extraordinarily beautiful and powerful GTs which owed their allure to a combination of sport-inspired technology and the very best of Italian design. Having turned out just 137 cars between 1946 and 1957, the Orsi family's sudden desire to produce and sell more cars was certainly financially motivated, as building large

numbers of 4-, 6-, 8- and 12-cylinder racers for the world tracks was extremely expensive indeed. And so they decided to bite the bullet and pour the experience of all of those triumphant racing decades into producing a classic GT.

Thus, in the summer of 1956, Giulio Alfieri began work on an in-line 6-cylinder engine that, on paper at least, was based on the 350 S power unit. It was with this



MASERATI 3500 GT



260-bhp engine, adapted for long distance racing, that Stirling Moss took part in the 1956 Mille Miglia, although he was forced to retire after an accident near Rieti. And so Alfieri retained the bore and stroke of 86 x 100 mm respectively, whilst limiting the racing engine's power to 220 bhp at 5,500 rpm, making it perfectly suitable for day-to-day driving. However, the top speed stayed at 220 km/h and its overall performance was excellent.

With its twin overhead camshafts, 12 inclined valves, a Marelli dual ignition system and three twin-choke Weber carburettors mounted on the side of the engine, the 3,485 cc in-line 6-cylinder engine immediately showed its performance mettle. Substantial

quantities of oil and water had to be brought up to the right running temperature, but after this ritual was correctly performed, the power unit delivered excellent torque and power even over long distances. It was also reassuringly durable and reliable.

The styling of the new car, christened the 3500 GT, was entrusted to Carrozzeria Touring of Milan, which opted for quite a simple shape for this, the latest status symbol for gentlemen of innate good taste and style. A total of 1,983 3500 GTs were sold between 1957 and 1965: a hugely impressive figure compared to the competition's achievements. This success on the market also helped soothe the nerves of those in charge of balancing Maserati's books.



MASERATI 3500 GT



MASERATI 3500 GT ALLEMANO



MASERATI 3500 GT BERTONE



MASERATI 3500 GTI FRUA



MASERATI 3500 GTI



MASERATI 3500 GT





As was often the case at that time, some customers wanted and could afford to pay for custom-built bodywork. Four special models were built by Allemano between 1958 and 1959, while Bertone (1959) and Frua (1962) each designed customised versions based on specs provided by owners who wanted an especially exclusive Maserati of their very own.

Naturally enough, Alfieri couldn't resist developing the 3500 GT even further and so, in 1960, its front drum brakes were replaced by disc brakes, although rear disc brakes were only mounted in 1961. From 1961 onwards, owners could also order a five-speed ZF gearbox rather than the standard four-speed. To satisfy cabriolet fans, Maserati unveiled an Alfredo Vignale-designed Spyder in 1959, after two Touring prototypes. In the end, 243 examples were built between 1960 and 1964.

In 1962, major changes were made under the bonnet. In fact, in the years leading up to that time, Giulio Alfieri had been deeply involved with fuel-injected engines, but decided to give the 3500 GT a superior indirect fuel injection system by British firm Lucas. Alongside the prestigious 'I' which stood for fuel injection, the new version also offered an extra 15 bhp at 5,800 rpm, giving it a top speed of 230 km/h and improved overall performance.

However, the boys at Viale Ciro Menotti were working on more than just improving performance to satisfy the customers, they were also heeding the demand for a more comfortable and spacious version of the now five-year-old classic. To meet these demands, Alfredo Vignale was asked to design a new body for the more compact, 10 cm shorter cabriolet chassis. The result was a much more modern and elegant

MASERATI 3500 GT



MASERATI SEBRING



MASERATI MISTRAL





MASERATI 3500 GT



MASERATI MISTRAL



MASERATI SEBRING



MASERATI SEBRING



MASERATI SEBRING



2+2 coupé which was later also built at the Vignale workshop. Since the engineering in this car was identical to that of the 3500 GTI, the new model was rather simply called the 3500 GTIS. However, this highly technical name did not go down well on the American market and so, the 3500 GTIS was renamed the Sebring, after the Florida track on which Juan Manuel Fangio and Jean Behra had won a 12-hour race at the wheel of the 450 S on March 23 1957. The new name was at first used only in the USA, and then from series II onwards, in Europe also.

Because the price of the 3500 GTI and 3500 GTIS was the same, it was left to the customer to decide if they preferred to opt for sportiness over luxury or vice versa. Legendary head test driver for British magazine Autosport John Bolster came to the

following conclusion about the Sebring: "The Maserati Sebring is a magnificent example of the 'ultra-high-performance luxury two-seater': its speciality is long distance driving on fast roads. And when, happy and contented, you get out of it at the end of a long day's driving, it is still incredibly beautiful to look at, despite its coat of dust and dirt."

A total of 348 examples of the first series were sold between 1962 and 1965. In this case too, there was just a single one-off - the Carrozzeria Boneschi's Berlina 2+2 Tight, unveiled at Turin in autumn 1962. However, the sharp lines were considered a little too simple and unattractive. A clearly reworked Series II of the Sebring followed and between 1962 and 1968, 591 left Alfredo Vignale's assembly shop, 348 of which were

MASERATI SEBRING





MASERATI SEBRING



MASERATI SEBRING

series I and 243 series II. Apart from a redesigned interior and additional luxury accessories, such as air-conditioning, the 1965 3.7-litre and the 1966 4-litre versions offered even better performances of 245 bhp and 255 bhp respectively. Hardly surprisingly, the series II models are now considered amongst the rarest of these Maserati jewels.

The fact that production of the Sebring was halted relatively quickly was not so much due to the fact that the model was outdated, but that in the new Mistral unveiled at the end of 1963, Maserati was able to offer a much more attractive car that would prove a commercial hit from 1964 onwards.

For this final stage in the development of the classic 6-cylinder, Maserati turned yet again to Pietro Frua, who had received a chassis with a 2400 mm wheel base from Giulio Alfieri, later reduced by a further 10 cm, with a new type of rear axle and running gear from the 3500 GTI. Pietro Frua clothed this structure in a coupé body with an unusual and elegant arched line stretching from the closed front section (the radiator air intakes were hidden behind the big bumper) over the spacious cockpit to the large glass dome covering the enormous boot. This was a highly individual line that differed very pleasantly from the other forms of the time. It should come as no surprise therefore that the factory swamped with more work than it could handle. In fact, just a few months later, a Spyder, also designed by Pietro Frua, was added.

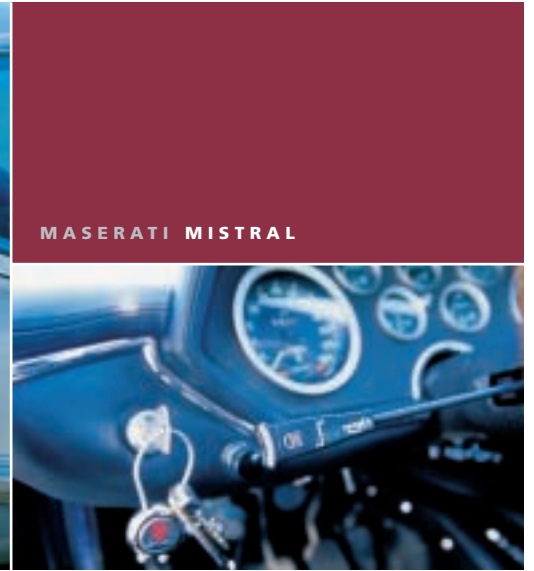


MASERATI MISTRAL





MISTRAL PROTOTIPO



MASERATI MISTRAL

The Maserati bigwigs were hardly original in their choice of name for this new model either: their new top-of-the-range model was to be known simply as the Due Posti, probably because Pietro Frua had also designed a larger four-door version that would later go down in motoring history as the Quattroporte.

Needless to say, the foreign dealers were soon on the lookout for a wind after which to name the new model. In the end, Colonel Simon, Maserati's French importer and a great personal friend of Frua, suggested the aforementioned Mistral, after the cold, dry north wind that prevails in the South of France, most commonly in the Rhone delta between Avignon and Marseilles.

Although in the early months of production the Mistral still had the 3500 GT's tried and tested 3.5-litre 6-cylinder engine, by the summer of 1964, it had been mounted with a 3.7-litre which would later also be fitted to the Series II Sebring. The stroke was increased from 100 to 106 mm, thus bringing the engine up to 3,694 cc. The 245 bhp this resulted in gave the Mistral a top speed of 245 km/h, which went up another 10 km/h in 1966, when a 4-litre version with a 4,014 cc displacement generating 255 bhp, came on line.

There is no doubt that the Mistral marked the last and most perfect stage in the development of this extraordinary in-line 6-cylinder engine, which had proved its



MASERATI MISTRAL

MASERATI SEBRING





pro prowess both on the world tracks and in the GTs. It had shown itself to be an engine suited to everyday use yet also one that could also support high running speeds. Unsurprisingly, in the April 1968 issue of American magazine Road & Track, Tony Hoog said of the Mistral Spyder 4000: “Once you turn the key in the ignition, the engine produces that uniquely thrilling sound that one expects from an Italian GT. Its power is on tap even at low revs, while its driving characteristics say it all about a glorious racing history. The way in which the acceleration becomes apparent in every gear: all of the above make this car stand out hand and shoulders above the competition.”

And the Mistral was, and remains, a fantastic long distance car that thrills owners both now and in the past. Despite this, however, production had dropped in 1970 to two coupés and two cabriolets. The reason was clear: Maserati’s new Ghibli and the Indy weren’t just great-looking cars, they also delivered a lot more power and torque, thanks to their big 8-cylinder engines. And so, after 828 Mistral coupés and 120 Mistral cabriolets, the era of the big 6-cylinders finally drew to a close.



Maserati 5000 GT

Maserati 450 S



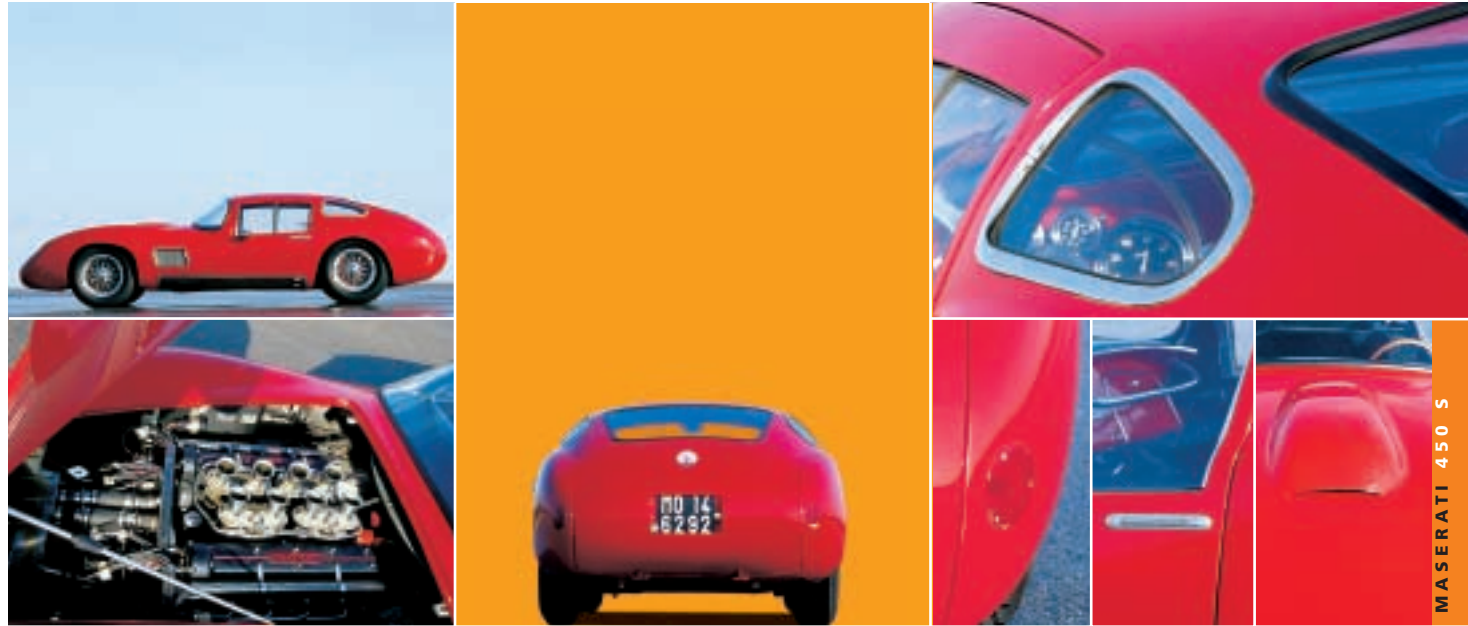
KING OF THE ROAD

Racing fever was more in evidence than ever at Maserati during the 1950s and each new victory and title saw the Modenese company produce better engines and cars than before. The result was a real tour de force with 4-, 6-, 8- and 12-cylinder versions of 1.5- to 4.5-litre racing engines being built at Viale Ciro Menotti. Naturally enough, this meant that the small racing car outfit was constantly stretched to its limits when it came to both output and financial resources.

But then in the autumn of 1957, Maserati launched the 3500 GT on the market. A total of 1,983 were built in all, finally putting the company back on solid financial ground. It was hardly surprising therefore that Maserati became very focused indeed on meeting the demands of well-off potential customers who wanted a discreet yet powerful alternative to the Ferrari Superamerica for their garages.

MASERATI 450 S





Thanks to the new 4.5-litre 8-cylinder engine, developed in the winter of 1955/56 for the 450 S racer, the company now had a powerful unit, meaning that the customers' demands were finally heeded. The 450 S was the 'moral victor' in the 1957 season, according to historian Karl E. Ludvigsen, as Maserati only lost the Sports Car World Championship at Caracas because of a truly unfortunate turn of events when the cars knocked each other out of the running. On top of all of this, the Federation directors decided to introduce a 3-litre limit from 1958 onwards, a move which brought the expensive development of the splendid V8 4500 to a very abrupt end.

Luckily enough, however, the Shah of Persia soon came to the rescue. He had surrounded himself with the best cars that money could buy from his earliest youth and was not only an avid Maserati fan, but already owned a 3500 GT. He also had the money and persuasive power to convince the firm to build him a relatively domesticated super sports car based on the 450 S. The job of designing its bodywork was given to Touring of Milan, and the resulting car's long bonnet hid a tamed down 4,937.8 cc racing engine with four twin-choke Weber carburettors that produced 325 bhp. In fact, courtesy of this engine, the Persian sovereign could roar his way up to 270 km/h relatively quickly.



MASERATI 450 S





MASERATI 5000 GT





After the car was unveiled at the Turin Show in the autumn 1959, well-to-do car fans were soon beating a path to Viale Ciro Menotti to put in their orders. Nonetheless, just 31 of these rare and expensive models were delivered between October 1959 and October 1964. This was principally because they were so very expensive: the investment involved in putting a single 5000 GT on the road would have bought almost three Mercedes-Benz 300SL coupés.

While the engine in the Shah of Persia's coupé was still quite close to that of the racing car, the next 30 were adapted a little more to day-to-day driving. The bore and stroke (94 x 89 mm instead of 98.5 x 81 mm) were modified for a slightly larger displacement (4,941 cc) and a Lucas fuel-injection system was added, resulting in 340 bhp. The bodywork was designed by various Carozzerie to suit the customers' preferences: Pininfarina created a car for Fiat President Giovanni Agnelli, while



MASERATI 5000 GT



MASERATI 5000 GT



Monterosa produced two models. Giovanni Michelotti built one of the most beautiful bodies of all for American millionaire and racing driver Briggs Cunningham, who had previously raced in the US and at Le Mans in a Birdcage. Frua turned out two models, one of which went to the Aga Khan, while Carrozzeria Ghia delivered chassis no. AM 103.018 to the owner of car manufacturer Innocenti and scooter firm Lambretta. Touring clothed two more cars in which the original design created for the Shah of Persia was further developed. Last but not least, Carrozzeria Allemano proved the largest supplier of this dream car, bodying a total of 21 5000 GTs. However, there was also another car with a splendid Bertone body which for decades was counted as a



5000 GT. Nonetheless, when, at the end of 2001, the car resurfaced in a climate-controlled Spanish garage, it was discovered that 'all' that was under the bonnet was a normal 4.7-litre 8-cylinder, thus reducing the total number of 5000 GTs built from 32 to 31.

Predictably enough, hardly any old articles on test drives of the 5000 GT exist: anyone who ordered these customised masterpieces didn't want them sullied by mere journalists. One of the few exceptions is Frenchman Bernhard Cahier's account of his impressions: "I have driven many fast cars in my time, but none has ever delivered enough power and speed to get me up to over 200 km/h when changing from third to

5000 GT
TOURING



5000 GT
TOURING



5000 GT
MONTEROSA



5000 GT
FARINA



5000 GT
ALLEMANO



5000 GT
MICHELOTTI



5000 GT
GHIA



5000 GT
FRUA



5000 GT
BERTONE





MASERATI 450 S

MASERATI 5000 GT





fourth gear! The choice of ratios was impressive: 90 km/h in first, 140 km/h in second and 200 km/h in third. And although there was traffic on the motorway, we were still able to clock up some impressive speeds. These times would definitely have been even better if we had been more familiar with the car: we accelerated from 0 to 100 km/h in 6.5 seconds, from 0 to 160 km/h in 14.2 seconds and we stopped after doing a kilometre in 25 seconds with the speedometer showing 215 km/h. The top speed,

depending on the calculation method used, is somewhere between 250 and 280 km/h.”

That kind of performance remains impressive even today, but over 40 years ago, it was simply sensational. The result is, of course, that the 5000 GT is once again becoming the iconic Maserati for top collectors the world over.



Maserati Mexico | *Maserati Ghibli*

Maserati Khamsin | *Maserati Indy* | *Maserati Kyalami*



THE HEIGHT OF SUCCESS

Maserati had captured the imagination of the world's beautiful (and rich!) people with models such as the 3500 GT, the Sebring, the Mistral, and the first generation Quattroporte. But the Trident marque surpassed even itself with the Ghibli, creating one of the most extraordinary two-seaters of all time. The car was a true design icon whose influence can still be felt today. The Giorgetto Giugiaro-designed and Ghia-bodied car became a firm favourite with the upper class from 1967

onwards. Even the great Henry Ford had a Ghibli in his garage and when his designers complained about it, he snapped: "I'll sell it if you can come up with something better."

But let us return to the origins of the 8-cylinder models that were the driving force behind the Maserati legend from 1960 to 1990: first and foremost came the aforementioned 450 S racer, which was silenced after just one year of dominance due to



a new regulation imposed by the sporting authorities. It was followed by 31 examples of the elite 5000 GT, which was so expensive that only the super rich could afford it.

But then the new Quattroporte was unveiled at the Turin Show in the autumn of 1963. It was a completely new combination of a spacious deluxe four-door limousine with an even more domesticated 8-cylinder engine that unleashed 260 bhp, capable of taking the whole family plus its luggage right up to 230 km/h. This proved an absolutely irresistible cocktail and no less than 759 owners fell under its spell before production was stopped in 1969. Such impressive sales figures were due in part at least to the fact that in November 1965, Giulio Alfieri finally succeeded in his oft-expressed desire to

give the car even more power, producing a 4.7-litre version that generated a whopping 290 bhp.

This engine was also mounted in most Mexicos (the 4.2 litre was still offered as the standard engine, however). The latter was unveiled in 1966, as a two-door version of the Quattroporte. The two-seater model got its name from the fact that the first car went to a big Maserati customer in Mexico, and not from John Surtees's Mexico Grand Prix victory of October 23 1966 at the wheel of a Cooper Maserati one month after the first car was sold. Due to its slightly shorter wheel base, the Mexico was a much more elegant car than its bigger four-door sister and 482 were sold in total.





MASERATI GHIBLI



1966 was an exceptionally good year for Maserati, crowned by commercial success but also a certain amount of technical complexity. A catalogue from that time shows that six different models were in production altogether: the series II Sebring, spyder and coupé versions of the Mistral with 6-cylinder engines, the 8-cylinder Quattroporte and the Mexico. The sixth model was the prototype of the new Ghibli, which was to go into production proper the following year.

The Ghibli – whose name is derived from a hot Libyan wind that blows in from the desert bringing with it large quantities of sand – had two major selling points: a heavenly body and a hugely powerful 4.7-litre 8-cylinder engine. This aluminium V8 had been given a dry-sump lubrication system to lower its centre of gravity as well as

being modified in several other ways, including the addition of four twin-choke down-draught Weber 40 DCNL 5 carburettors. The engine now produced 315 bhp at 6,000 rpm, giving the 1.6-ton two-seater a top speed of over 250 km/h, while it hit 100 km/h after seven seconds and 200 km/h after 24.4”.

In 1969, the German car magazine ‘auto, motor und sport’ had this to say of the Ghibli: “To reveal to the world the sheer primordial power of this engine, all you have to do is touch the accelerator in neutral. Sleeping dogs prick up their ears, serious men spring up from their desks, homely housewives reapply their lipstick and pat their hair, while little children press their noses to their windows. Even mere passers-by realise that something extraordinary is happening. When you put it in first, the Ghibli is subjected

MASERATI MEXICO



MASERATI GHIBLI



MASERATI KYALAMI



MASERATI KHAMSIN





MASERATI GHIBLI



MASERATI MEXICO



MASERATI KHAMZIN



MASERATI KYALAMI



to the raw force of its acceleration. You can actually hear it too, because Maserati has ensured that the public's ears are not overly protected from what goes on in the combustion chamber by too much silencing.”

The Ghibli was considered a symbol of technology and beauty from the minute it came on to the market. As time went on, however, two variations were introduced: the Ghibli Spyder was unveiled in 1969, and from 1970 onwards, a 4.9-litre Ghibli known as the SS, which generated 335 bhp, was produced. A total of 1,149 coupés and 125 spyders of this model were sold.

The next step in the Maserati success story came in the form of the Indy, named in honour of the 30th anniversary of Maserati's legendary victories in the Indianapolis 500 Miles in 1939 and 1940. It replaced the Mexico as the four-seater family car and between 1969 and 1975, 1,104 were built. At the same time as the Indy was unveiled at the 1968 Turin Show, Carrozzeria Ghia presented its own Simun prototype, although this was not followed up.

The Ghibli had a worthy replacement in the Khamsin, which began rolling off the production line in 1974. There is no doubt whatsoever that between the 1960s



MASERATI INDY



MASERATI KHAMZIN





MASERATI
GHIBLI



MASERATI
INDY



MASERATI
KHAM SIN



MASERATI
KHAM SIN

and '70s, Carrozzeria Bertone was one of the world's most creative design houses. Despite this, however, very few Bertone Maseratis and Ferraris were produced. Thus, visitors to the 1972 Turin Show, were surprised when Maserati's new top of the range model turned out to have the unmistakable Bertone line. The new car's name was Arabic for Ghibli and thus both models owed their magnificent style to the hot Libyan desert wind.

Nonetheless, the two models had several points in common, such as their wheelbase and engine, because the beneath the Khamsin's bonnet the magnificent 8-cylinder was also at work, giving off its unmistakable roar. With its wedge shape, the slender top, flat windshield, almost horizontal rear window, and glazed rear engine cover revealing four huge exhausts, the Khamsin suddenly brought a lot more aggression to the Trident's

image. However, this was an elegant sort of aggression which helped ensure that the 270 km/h coupé was soon making a big impression on the world's motorways. And why not, as it took just 6.6 seconds to get from 0 to 100 km/h.

The line and the power unit in particular received a rapturous welcome from any specialist press that got the chance to get behind the wheel of a Khamsin. This is what 'auto, motor und sport' magazine had to say: "The 8-cylinder Maserati is a source of unbridled joy. Two overhead cams per cylinder bank, four twin-choke Weber carburetors, light alloy engine and cylinder heads, 320 bhp and a 4.9-litre displacement are its promising characteristics. And it certainly lives up to every expectation. The dark rumble that you hear when the key turns in the ignition is anything but weak and the angry roar as it changes gear is even more powerful still."



MASERATI MEXICO

MASERATI KYALAMI



MASERATI KHAM SIN

MASERATI INDY





MASERATI GHIBLI

The critics focused on the high-pressure hydraulic brakes, bought in from new owner Citroën together with ruthlessly direct power steering, both specialities of the French manufacturer, and not entirely suited to the high performance Maserati sports cars. However, this did not seem to bother the 430 customers who took Maserati's flagship model home between 1974 and 1981. In fact, one American owner even had his car transformed into a spyder.

In the meantime, in August of 1975, Alejandro De Tomaso saved the Trident marque from collapse after new owner Citroën found itself in financial difficulty. But De Tomaso was not particularly taken with Maserati's current range: at one end there was the Khamsin as the deluxe model and at the other the Bora and Merak which kept

mid-engine fans happy with their 6- and 8-cylinders. Under the Citroën management, a new generation of soon to be released Quattroportes had been unveiled at the Turin Show in November 1974. But the line designed by Bertone and the V6 that Maserati was supplying to Citroën for the relatively weak SM, did not live up to De Tomaso's expectations and so the project was abandoned completely after just 12 hand-built prototypes were produced.

What De Tomaso needed was a classic 2+2 coupé with a big cockpit and boot for long journeys and an 8-cylinder engine under the front bonnet. A truly classic GT that would reveal its qualities to enthusiastic owners rather than just admiring spectators. What was called for was a strikingly memorable four-seater limousine that would be as

MASERATI KYALAMI





comfortable for its passengers as the driver. Because at the end of the day, there were some customers who simply didn't care whether their car was forever surrounded by drooling fans or not.

And so Maserati's new owner set to thinking until he found a model that reflected his desires at his own company De Tomaso. This was the Longchamps. He brought the car to Pietro Frua so that he could work on it a little and the model was then added to the Maserati range as the Kyalami. Its name was taken from a track near Johannesburg, on which Mexican Pedro Rodrigues won the first Formula 1 world championship race in the Maserati Cooper at the South African Grand Prix on January 2 1967. This was also to be Maserati's last Formula 1 victory.

In March 1976, the Kyalami was unveiled to the world at the Geneva Show and production began a year later, continuing until 1983, during which time a total of 198 were built. The international motoring press didn't take any particular interest in the Kyalami, too few of which were built for their liking. But when something was written, it was generally very positive. The understated Kyalami's charm lay partly in its nice mixture of dreamcar and everyday car and this was most often mentioned.

It was just as Alejandro De Tomaso imagined: a very spacious cockpit and boot combined with deluxe accessories, such as air-conditioning, electric windows and leather upholstery. It should come as no surprise therefore that Kyalami owners are still



MASERATI KHAM SIN

MASERATI MEXICO





amongst the Trident marque's most satisfied customers. It doesn't bother them either that certain individuals do not consider the Kyalami to have been directly developed by Maserati. However, thanks to the 8-cylinder Maserati engine, tucked away beneath its aluminium bonnet, it was and is indeed an authentic representative of the Trident marque and a worthy successor to the Sebring and the Mexico.

The 198 Kyalamis built between 1976 and 1983, brought the era of the big 8-cylinder Maserati coupé to an end for 18 years, with the classic engine surviving until 1990 beneath the bonnet of the big Quattroporte only. Anyone who wanted to take the wheel of sporty coupé or an agile 2+2, had to choose from the smaller high revving twin-turbo V6s which first went into the showrooms in 1982.



Maserati Bora

Maserati Simun



MASERATI BORA

MASERATI SIMUN

ARISTOCRATIC SOULMATES

Apart from a few previous attempts, such as the 1923 Benz Tropfenwagen, Auto Union's Grand Prix cars and Alfa Romeo's 512 of the 1930s, classic sports cars were always front-engined with transmission in unit with the rear axle. Even Porsche's rear engine made little impact on this predominance.

And so John Cooper's decision to use a mid-engine layout in the Cooper-Climax T51 for the 1959 Grand Prix races and Jack Brabham's winning the Drivers' and Con-

structors' title with a less powerful but generally more efficient engine were nothing short of revolutionary and forced the competition to move the power to the rear axle. Maserati was still basking in the reflected glory of decades on the tracks and so on December 15 1960, the legendary Guerino Bertocchi was spotted doing test laps on the small Modena track, at the wheel of the mid-engined Tipo 63, better known as the Birdcage.

MASERATI BORA





MASERATI BORA



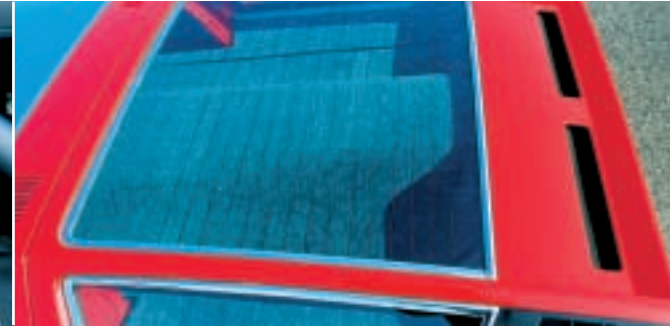
MASERATI TIPO 63

MASERATI TIPO 61



In 1961, the Tipo 63 raced with the Tipo 61's 3-litre 4-cylinder. This was followed by a 3-litre 12-cylinder that punched out 320 bhp and was also used in the Tipo 64. In the end, however, just four or five examples were built and even they never got to fulfil their true potential due to overly tight budgets. And so after the Tipo 65, which raced just once in the Le Mans 24 hours, the subject of racing was set aside to a large extent at the marque's headquarters, although a Maserati V12 engine did power Rodriguez and Surtees' Cooper F1 to success at the Mexican and South African Grands Prix in 1966 and 1967 respectively.

It was not until the 1970s that Maserati renewed its interest in the mid-engine concept. Certainly, this was due at least in part to the growing popularity of what was then considered a highly sporty layout. In fact, the De Tomaso Mangusta, the Lamborghini Miura and the Ferrari 365 GT4 BB were all to be found in this prestigious market segment. Maserati too was lucky in that Citroën Director General Guy Malleret was also very open to new ideas. In fact, when the project was begun in 1969, he and Giulio Alfieri decided between them to go in a whole new direction and in March 1971, the Bora was unveiled at the Geneva Show.



Once again Maserati had taken the name of its new car from a wind, this time a cold autumn one that howls down the Dalmatian coast, often leaving a trail of destruction in its wake. However, unlike its rather unpleasant namesake, the four-wheeled Bora was extraordinarily easy on the eye, because Alfieri had given this Giorgetto Giugiaro-designed thoroughbred an elegant, rather understated coupé line.

In fact, none other than the former Ferrari driver, Le Mans champion and journalist Paul Frère said of the Bora: “This Maserati is a true aristocrat, elegant yet discreetly dressed and revealing to the world only as much of its true power as is strictly necessary.” He brought his hymn of praise to an end as follows: “The Bora is one of the fastest cars on the market at the moment, but its charm lies mostly in the tranquil ease with which it reveals its prowess. A true aristocrat indeed.”

While the other mid-engined cars were actually thinly-disguised racers, which took time to get used to and exploit the handling and were uncomfortably hot and noisy, the Bora boasted a well-balanced and harmonious chassis, a well-soundproofed engine compartment and good air-conditioning. However, courtesy of the French parent company, the Bora also had a few other technical fine points to offer which did not initially wow most Trident fans. Citroën was pushing the high pressure hydraulic system which not only controlled the vented disc brakes but also the windows, pop-up headlights and adjustable-height seats. In the case of the Bora, the seat just tilted, but the pedal box was adjustable for reach, thanks to the hydraulic system.

The Bora was first powered by the tried and tested 4.7-litre 8-cylinder which generated 310 bhp (300 bhp in the US) giving a top speed of over 270 km/h.

MASERATI BORA



MASERATI BORA



MASERATI SIMUN



MASERATI BORA



MASERATI SIMUN





MASERATI BORA



MASERATI SIMUN



MASERATI BORA



MASERATI SIMUN



MASERATI BOOMERANG





MASERATI BORA



Later, however, a 320-bhp 4.9-litre engine was also used which didn't so much improve acceleration (0-100 in 6.6 seconds) as the torque, thus making life much easier for the person behind the wheel. In fact, the Bora was such a joy to drive that 524 happy buyers took one home between 1971 and 1978.

But just one owner got to enjoy the only mid-engined one-off special developed using the Bora as a base. In the Boomerang, Giorgetto Giugiaro probably created the most extreme Maserati ever. Starting, of course, with the wedge-shaped bodywork with its

large glass roof, and ending with the futuristic cockpit which even now, decades after its debut at the Geneva Show in March 1972, would not look out of place in any design. Giugiaro simply moved the instruments to the inside of the hub of the steering wheel, thus placing them perfectly within the driver's field of vision. This unique yet fully functioning model was later sold in Spain where the current owner later discovered it "bedecked with a 100 light bulbs and in terrible shape." Happily, the fascinating car has now been beautifully restored after years of work and belongs to a collector.

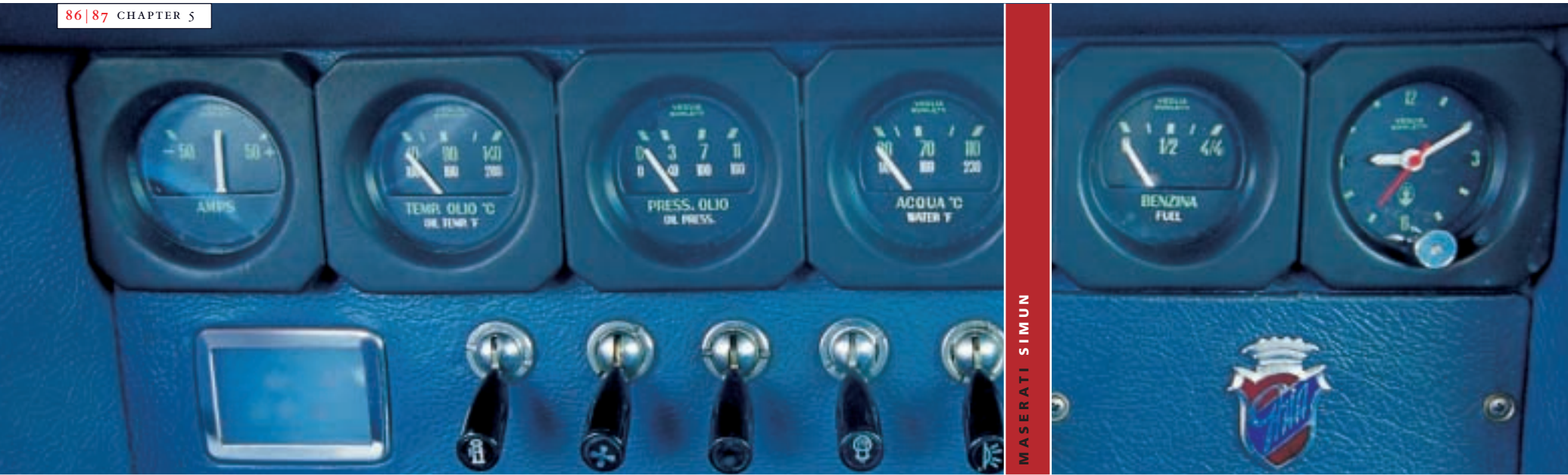
MASERATI SIMUN





We have already mentioned the fact that between 1968 and 1975, Maserati was owned by French car manufacturer Citroën. After 31 years of proud ownership by the Orsi family, a collaboration agreement was signed between the two companies in 1968, followed by a buyout by the French two months later. At the time Citroën also owned Michelin and was one of Europe's most successful car companies, so the jewel-like Maserati slotted perfectly into its expansion plans.

But Citroën did not buy Maserati merely because of commercially successful models such as the Sebring, Mistral, Ghibli and Quattroporte: it was also planning to build a prestigious 6-cylinder engine for its new top of the range model, the Citroën SM. And who better to do that than Maserati? And so a new aluminium 90° V6 engine was developed for Citroën in Viale Ciro Menotti. With its four overhead cams, it was so similar to the traditional 8-cylinder, that it was really as a V8 minus two cylinders.



Three twin-choke Weber carburetors also helped the 2.7-litre engine turn out 170 bhp at 6,250 rpm, allowing the SM to get up to a top speed of over 220 km/h. The engine went into production in 1970 and in 1972 was upped to 178 bhp. Just one year later, it was increased to 3 litres and produced 180 bhp.

With an engine like that so close to hand, it was no surprise that in the summer of 1970, before the Bora had even seen the light of day, the idea began to take shape of

producing a more affordable Maserati. The result was unveiled in October of 1972 and bore the name of a star in the Plough: Merak.

The Merak's technical and aesthetic similarities to the Bora were no coincidence: Giugiaro and his company Italdesign had stuck closely to the 8-cylinder's design to keep costs down. In fact, at first glance, the Merak only differed from the Bora, which had glazing to the rear side windows and engine cover and a stainless steel top, in its



MASERATI BORA



narrow vertical rear window and open flying buttresses. As far as propulsion was concerned, the Trident marque's least expensive model had a 3-litre V6 engine that still punched out 190 bhp and a top speed of 240 km/h.

Between 1972 and 1975, the Merak 3000 found 626 buyers. In 1975, the more powerful 220-bhp Merak 3000 SS was launched and 993 were sold before 1981. In addition to this, a Merak 2000 with a smaller 2-litre engine generating 150 bhp

was available on the Italian market between 1977 and 1981, to get around the tax placed on luxury items which included cars of over 2 litres.

At that point, Maserati's collaboration with Citroën was long a thing of the past, as on May 23 1975, the French announced that they would be declaring Maserati bankrupt. This was due to the fact that right in the middle of the oil crisis, the parent company found itself struggling financially and could not absorb the losses incurred by Maserati



MASERATI BORA

MASERATI SIMUN





in 1974 (around 5 million Euros in today's terms). Citroën was only too happy to be bought out by Peugeot, which unfortunately was not interested in the attractive but costly Modenese company.

And so Maserati was sold to Alejandro De Tomaso on August 8 1975 and it fell to him to continue the Merak mid-engine tradition with the aforementioned Merak 2000 and 3000 SS until the 1980s, while the big Bora was continued in much smaller numbers (1976: 6 cars; 1977: 25 cars; 1978: 25 cars) with overall production reaching 524 cars.

With the Bora and the Merak, Maserati had produced the world's most sophisticated mid-engined cars for almost a decade. The only problem was, however, that they came along at just the wrong time. The first oil crisis caused huge problems for all luxury car manufacturers and many ended up closing down altogether. Maserati only survived thanks to the intervention of Alejandro De Tomaso, who even in those difficult times came up with clever new solutions to the difficult realities that both he and his firm were faced with. One such ingenious solution was the Biturbo.



MASERATI BITURBO

Maserati Biturbo | *Maserati Karif*

Maserati Shamal



THE PASSION LIVES ON

As we have already seen, the oil crisis and economic uncertainty of the early 1970s cut a swathe through the luxury car manufacturers, with Iso Rivolta, Jensen, Monteverdi, Bizzarini and Facel Vega just a few of the marques succumbing to the changing times. After the collapse of Citroën in May 1975, it looked likely that Maserati too would be following a similar route.

But then Argentinean Alejandro De Tomaso, who had had close links to the Trident marque since the 1950s when he successfully raced a 150 S, came to the rescue. In the years that followed, De Tomaso had settled down well as an engineer and entrepreneur in Modena. In fact, from the 1960s onwards, he had enjoyed great success with cars such as the De Tomaso Vallelunga, the Mangusta and particularly the Pantera, especially in the US with consistently good sales figures.

MASERATI BITURBO





The GEPI organisation, which provided financial aid to deserving struggling companies on behalf of the Italian government, intervened to prevent the closure of Maserati too. In fact, De Tomaso bought the Trident marque with its help and set to work on a transition coupé, created by giving the De Tomaso Longchamps an 8-cylinder Maserati engine. Later he worked on the production of a large four-door limousine which was launched in 1979 under the now classic name of the Quattroporte.

But De Tomaso also had some other big plans: he wanted to create a wider customer base for Maserati to increase sales figures and improve the company's finances. He had in mind a 2-litre engine (in deference to the Italian tax on luxury goods) with a top class temperament and a small, practical yet elegant body. The result was unveiled for the first time on December 14 1981 at the company's traditional Christmas press conference organised for a few select journalists, and was none other than the Biturbo.



Those first newspaper articles were enough to send 236 orders for the new car flooding into the Modena headquarters within five days. Between Christmas and New Year, a further 100 followed. And by the time the Biturbo was revealed to the public gaze for the very first time at the Geneva Show in 1982, a massive 1,000 cars had already been sold, giving the Trident marque a much needed injection of cash.

The reason for this rapturous reaction was clear to see: where else would owners be able to find such a small simple coupé that still had enough space for four people and a 6-cylinder engine that generated 180 bhp and a top speed of 215 km/h, for just 20 million lire? Plus the prestigious Trident badge on its grille to boot. Thus, the Biturbo instantly captured the hearts of all Italians and the fact that its small twin-turbocharged multivalve V6 engine wasn't the marque's most 'mature' engine was happily overlooked.

The Italian car magazine AutoCapital was the first to try the Trident's latest creation, coming to the conclusion that the Biturbo was "an extraordinarily good car for such a low price and deserves huge praise. Going from 0-100 in just 6.5 seconds and with a top speed of 215 km/h, it is unrivalled in the tax-saving 2-litre class." It concluded: "Time will reveal its defects and weak points, but there is still no doubt that the Biturbo is a significant car that will spell trouble for its rivals."

This was a very insightful diagnosis because it took time for a cash-strapped De Tomaso to really make the Biturbo's engine entirely suitable for day-to-day driving. In the end, however, around 37,000 Biturbos were built altogether, thus ensuring that Maserati would survive to fight another day.

MASERATI BITURBO



MASERATI



MASERATI SHAMAL



MASERATI KARIF



MASERATI BITURBO



MASERATI KARIF



MASERATI SHAMAL



MASERATI KARIF





MASERATI KARIF

MASERATI KARIF



GHIBLI PRIMATIST

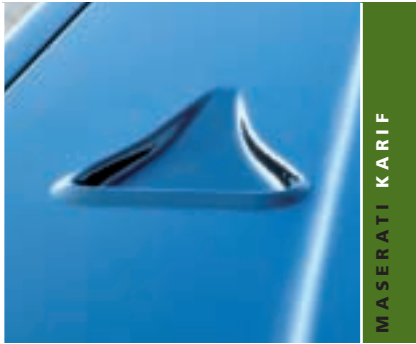


We don't have nearly enough space here to give a detailed description of the many versions of the Biturbo that were built, because while De Tomaso turned out a wide range of 2-litre versions for the Italian market, larger engines were also produced for sale abroad, starting with a 2.5-litre, later replaced by a 225-bhp 2.8 litre as catalytic converters initially reduced the power from 200 to 188 bhp.

Later, a new cylinder head system was also introduced for the Italian market with twin overhead cams and four valves per cylinder plus, depending on the displacement, twin intercoolers. The small 2-litre 6-cylinder in its final incarnation as the Ghibli Primatist generated 330 bhp or 248 kW. It was thus a hugely powerful engine, which amongst other things was used on November 4 1996 in the powerboat aboard which the many times world champion Guido Cappellini set a new world speed record of 216.703 km/h on Lake Lugano. Thus armed, the proud boss of Primatist was able to zoom up to 100 km/h in just 5.7 seconds with the power unit only reaching its limit at 265 km/h.

MASERATI KARIF





As a result of this disconcerting abundance of engine variations, there was also a wide selection of bodies on offer also, ranging from a coupé version of the 2+2 and four-door limousine with a 2,514 mm wheel base to a cabriolet with a shorter 2,400 mm wheel base. Another version still was the beautifully-named classic two-seater coupé, the Karif, which was actually a cabriolet with a fixed hard top.

The 1280-kg Karif was built by the Carrozzeria Zagato in Milan and, like the cabriolets, its power came from a 2.8-litre 6-cylinder engine which, with the help of twin intercoolers, generated 248 bhp in the non-catalysed version and 225 bhp in the catalysed one, plus a top speed of around 250 km/h. Its world debut came at Geneva in

March 1988. The 225 people who purchased a Karif included world famous dramatist Friedrich Dürrenmatt, whose wife Charlotte Kerr still drives the car to this day.

Maserati had taken a whole new direction in the mid-1980s with the Biturbo. The small, agile twin-turbocharged V6 car had a completely different style and temperament on the road. But anyone wishing to sample the pleasures of the torque offered by the 4.9-litre V8 engine was forced to seek out this last-surviving relic of the legendary 450 S racer beneath the bonnet of the Quattroporte III, which De Tomaso first unveiled at the Turin Show in the autumn of 1978. The fast deluxe family limousine remained in production until 1990, with a total of 2,141 sold.

MASERATI SHAMAL





MASERATI SHAMAL



Although the many variations of the twin-turbocharged V6 engine smashed all other Maserati production records with a massive 37,000 built, the company was still thinking about a V8 that would revive the old tradition. The big moment finally came on December 14 1989 when, at the pre-Christmas press conference, De Tomaso unveiled a new coupé with a twin-turbocharged 8-cylinder engine. The fact that the new car's name, Shamal, was borrowed from yet another wind came as no surprise to the journalists present. The Shamal's debut marked the end of sales the Karif coupés that preceded it, of which just 225 were produced.

It had been general knowledge for years that De Tomaso was working on the first new Maserati 8-cylinder since the glory days of the 5000 GT. But finances remained tight at Maserati and so the new V8 didn't make it into the showrooms for seven years after the debut of the 6-cylinder Biturbo.

While the two power units shared a common basis with the same 90° vee angle, four overhead cams and four valves per cylinder, they were very different when it came to the overall architecture of the engine block, the cylinder heads and gearbox.



The bore and stroke (80 x 80 mm) were also new with a displacement of 3,217 cc which, thanks to twin water-cooled IHI turbochargers and twin intercoolers guaranteed 326 bhp or 240 kW and maximum torque of 436 Nm at 3,000 rpm. This meant that huge power was sent to the rear axle and 245/45 ZR 16 MXX tyres, courtesy of the six-speed Getrag gearbox, limited-slip differential and electronically adjustable damping. An acceleration of 0–100 km/h in 5.3 seconds and a top speed of 270 km/h made the

Shamal an immediate addition to the super sports car category too. But while, on the one hand, the sheer power of the new V8 proved instantly convincing, not everyone was so enthusiastic about designer Marcello Gandini's lines. In all honesty, it has to be said that the creator of some of the most beautiful cars of the 1960s and 70s did not have an easy job on his hands with the Shamal, as in order to keep costs down, it was built on the Biturbo Spyder's chassis with a wheel base of 2400 mm.



MASERATI SHAMAL



In addition to this, many elements of chassis had to be retained, including the front and rear screens. Thus, Gandini was forced to widen the Shamal, whilst still endeavouring to thrill with the front and rear sections. With the result, of course, that the wheelarches were wider, while the Karif-inspired door remained in its original place. Nonetheless, with its four spoilers (one right at the base of the front windscreen, just over the windscreen wipers) and the then highly unusual combination of round

and square light clusters and a raised boot, the Shamal was a truly spectacular model.

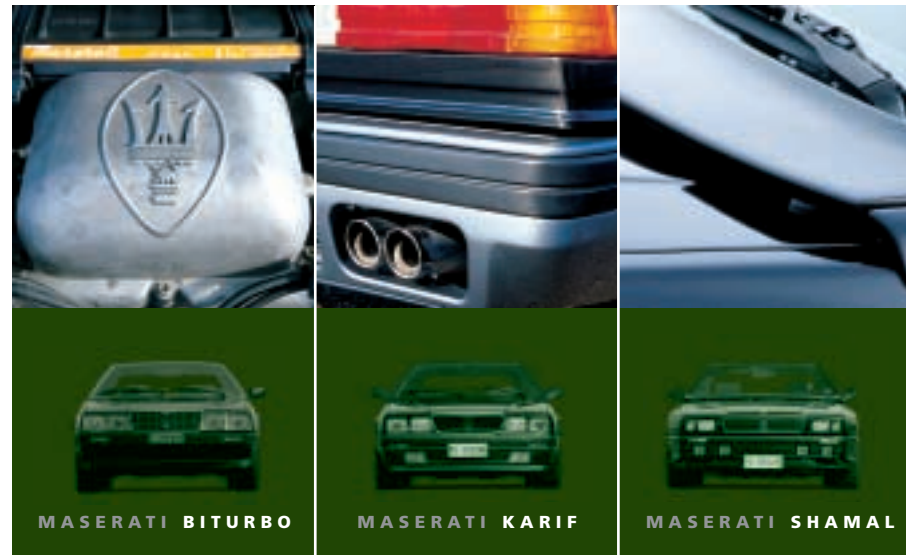
Just a year later, a real mid-engined super sports car was unveiled powered by a new V8, completely free of the constrictions that hampered the twin-turbo. The Chubasco was named after a Californian wind, but the design stalled at the prototype stage in 1990.



MASERATI BITURBO

MASERATI SHAMAL





Five years after Chrysler bought its 15.6% stake in Maserati, De Tomaso once more found himself on the lookout for a new partner with the right kind of international experience and a willingness to share his spiralling design costs. It was thus that Fiat came to buy a 49% stake in Maserati in 1989 as well as 51% of Maserati Milano (Innocenti where the bodies were put together). And so until production was halted in 1994 after a total of 370 had been built, the Shamal remained the only 8-cylinder coupé of that period.

The early 1990s saw Maserati in difficulty once again. Despite all of the versions on offer, the Biturbo was beginning to feel its age and Maserati's increasingly demanding customers' needs were no longer fully being met by it. On top of this, De Tomaso fell seriously ill and on May 19, 1993 was forced to sell his remaining 51% share in Maserati to Fiat.



MASERATI COUPÉ

Looking to the future, honouring the past





Maserati 3200 GT

Maserati Coupé GT & Coupé Cambiocorsa



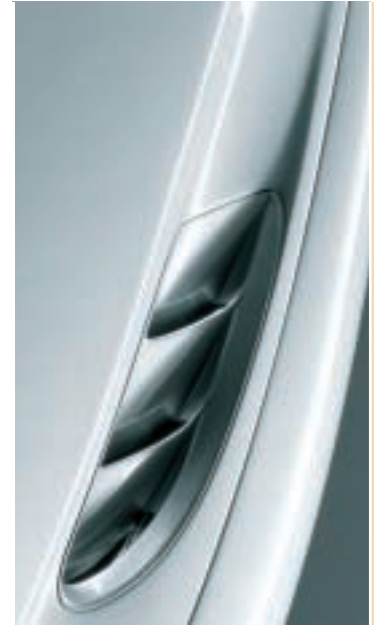
BACK TO THE ROOTS

It was in 1997 when Fiat handed over responsibility for the company to Ferrari that the basis was finally laid for a new empire. Ferrari inherited two models in production and one in development. This was a 6-cylinder which also bore the Ghibli name and a new Quattroporte with an elongated Ghibli wheel base on which either the V6 or the Shamal power unit, now completely technically overhauled and punching out 335 bhp, could be mounted.

Over in the Experience division, however, the brand-new 3200 GT was already at the development phase. Its V8 and Giorgetto Giugiaro's elegant yet aggressive design alone guaranteed its success.



MASERATI 3200 GT



By October 1998, the time was right and the first completely new product to emerge under Fiat/Ferrari proved an instant hit with the public at the Paris show. This time Maserati chose a relatively simple name as a reminder of its first big success, the classic 3500 GT, and called the new arrival the 3200 GT.

The 3200 GT swept into the showrooms in the spring of 1999. With its classic GT bodywork and trademark semicircular rear lights, this discreet yet wonderfully elegant coupé immediately won the hearts of a whole new clientele in true Maserati style. These new customers were the kind of people who like to wear their overcoats lined with cashmere. There is no doubt that the 3200 GT went against the current trend with respect to the rather square forms we saw during De Tomaso's time and thus, as

Giorgetto Giugiaro rightly observed “By creating this car, we helped revive the feelings and emotions of the past. The 3200 GT followed in the great Maserati tradition and brought the marque a new lease of life for the new millennium.”

As these ‘memories of a glorious past’ were not only inspired by form, the Maserati engine designers with the support of the Ferrari technical team had set to work on the V8, bringing it up to an even greater 370 bhp (271 kW) output and with a healthy torque figure of 491 Nm. The practically new engine was an extraordinary jewel of engineering, thanks to its modern turbochargers and advanced electronic engine management as well as a ‘drive-by-wire’ throttle system.



To bring this magnificent performance onto the road, the technicians chose a steel monocoque which with a tubular front sub-chassis bolted to the chassis to support the engine and front suspension. A second sub-chassis at the rear connected to the chassis via silent blocs acted as a support for the rear suspension and diff. It was clear that the chassis alone with its aluminium double wishbones represented the pinnacle of sports car engineering achievement and that the big vented disc brakes would have few problems slowing the car down from 280 km/h. To ensure that the 0-100 km/h acceleration in 5.2 seconds would be effortless even in difficult situations, electronic damping and Bosch traction control systems were also added.

To sum up: the 3200 GT immediately convinced with its elegance and performance which, thanks to the most modern technologies available, could be fully experienced without any problem. It is no surprise therefore that the new coupé received a rapturous welcome from the press and sold brilliantly in 30 countries the world over. In fact, 4,795 were delivered to their proud owners between 1999 and 2001.

The fact that production of the 3200 GT was halted relatively quickly after just three years had little to do with its undeniable qualities and more to do with the fact that it was becoming very costly indeed to bring up to increasingly strict exhaust emission laws the twin-turbocharged V8. In addition to this, a leading marque like Maserati could not afford to be ignored by the world's biggest market: the United States.





As a result, Luca di Montezemolo decided that a new naturally aspirated engine would be developed to underline Maserati's new-found success.

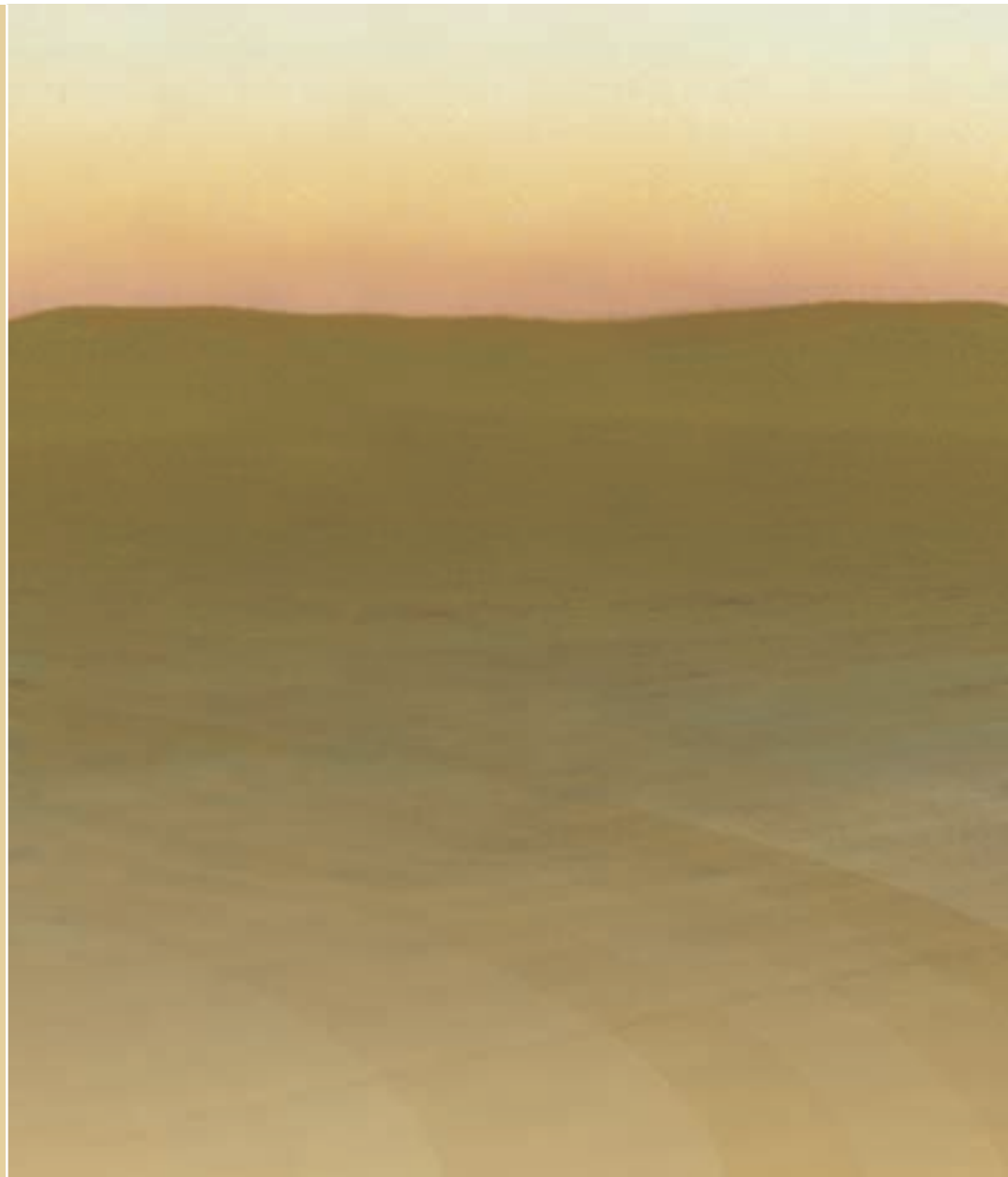
The objectives outlined by Luca di Montezemolo couldn't have been clearer: the new car was to be a real departure for Maserati, but one with the kind of performance and allure that would fit with the best traditions of the past, alongside such legendary names as the 3500 GT, Sebring, Mistral, Ghibli, Khamsin, Bora and Kyalami.

This was a task that the 3200 GT completed to perfection. In fact, it had been a long time since the specialised press and, even more importantly, the customers had been so thoroughly smitten at the first sight of a new model, as they had with this elegant coupé powered by a breathtakingly impressive 370-bhp twin-turbocharged V8 engine.

However, in the case of the 3200 GT, this very technical characteristic was to be its undoing to some extent. Maserati was determined to make a triumphant comeback to America, a market which, it was hoped, would finally represent Maserati's biggest market in the future.



MASERATI COUPÉ









MASERATI COUPÉ CAMBIOCORSA

The world debut of the all-new Coupé GT and Coupé Cambiocorsa at the Detroit Show early in 2002 marked the completion of Maserati's programme, and underlined the importance of that market to its future sales strategy.

In order to ensure that there would be no complaints about performance, the Maserati technicians, with a little help from their friends at Ferrari, created an aluminium V8 which, despite a displacement of 4,244 cc, weighed just 184 kg - that's approximately 20 kg less than the 3200 GT's. Despite the elimination of the twin turbos, the new V8 also offered 390 bhp and a maximum torque of 451 Nm. What this actually means in practice is that, with a top speed of 285 km/h and a 0-100 km/h acceleration time of

just 4.9", the new Coupé easily outperforms its predecessor. With four overhead cams, four valves per cylinder and dry sump lubrication, this engine is not just more powerful, but is also more efficient in terms of emissions and fuel consumption.

Luca di Montezemolo has said on several occasions that in future Maserati will have to be considered the standard-bearer for new technologies: "The marque will have to develop and transform itself even further because power and beauty are no longer enough to satisfy an increasingly demanding public." To meet these demands, first the Spyder and now the Coupé have both been perfected in accordance with the President's objectives: "We can offer the most advanced technical solutions when it

MASERATI COUPÉ CAMBIOCORSA



MASERATI COUPÉ GT







MASERATI COUPÉ GT



comes to engines, gearbox and chassis – a fact that clearly demonstrates the constant evolution of our legendary marque.”

And so the Maserati Coupé was built with a transaxle layout which means that the transmission is in unit with the rear axle and limited-slip differential. The result is uniform weight distribution with a slight bias to the front (55%) over the rear (45%). This results in optimum stability and balanced handling – even under full power – and excellent acceleration.

To transfer this tremendous acceleration to the road as fully as possible, owners can order another revolutionary new feature, already found on the Spyder: the six-speed Cambiocorsa electro-hydraulic gearbox. This allows the driver to choose from four different programmes: Normal, Sport, Automatic and Low Grip. As a result the gearbox is suited to all kinds of traffic and driving styles. The gears are changed using Up/Down paddles behind the steering wheel so that the driver doesn’t have to use a clutch, giving the cockpit the same kind of feeling as the racing car from which the system was derived.



The forged aluminium double wishbone suspension system with anti-roll bars, and anti-dive and anti-squat geometries have all been perfected for the new car too. In addition, the Officine Alfieri Maserati programme allows owners to specify the revolutionary Skyhook automatic adaptive damping system developed in collaboration with Mannesmann-Sachs. This intelligent suspension ensures automatic calibration of the shock absorbers which, in turn, guarantees an optimal response of up to 10 times faster than previous systems. All in all, this means the car's ride adapts perfectly to different driving styles and road conditions.

MASERATI COUPÉ CAMBIOCORSA



In addition to these technical features, the Coupé's spacious interior has also been completely redesigned and is now more elegant and luxurious than ever. Plus, there is 25 mm more head room and 15 mm more leg room, improving one of this car's most exclusive features. In fact, no other car in this performance category can accommodate four adults as effortlessly as the Maserati Coupé. Thanks to the Officine Alfieri Maserati's customisation programme, owners can also choose from 16 bodywork colours which can be matched with any of 10 upholstery leather and five fabric colours, for a truly made-to-measure finish.



MASERATI COUPÉ





The wonderfully classic Italdesign-Giugiaro lines have been tweaked here and there too: only the initiated will notice that the nose is a few centimetres longer, but the bonnet has also lost the two extra air intakes required to cool the turbos – a major plus for the overall aesthetics of the car. The tail now also boasts new light clusters with clear lens technology which replaces the previous model's boomerang shaped rear cluster. We all know that technology and aesthetics are just two factors contributing to the success of any car and that their perfection alone is not enough. In addition

to design and engineering talent, you also need a pinch of soul, a whiff of the track, the rumble of real racing masterpieces, and the kind of forms that satisfy both the eye and the touch. Anyone who has been lucky enough to get behind the wheel of the new Coupé even once, has heard the sound of its powerful 8-cylinder engine and run a finger along the dash, will know instinctively that Maserati's best years are yet to come. And so it is no mere coincidence that the next plan is to bring the Trident marque back to the tracks that made it a legend in the first place.



MASERATI COUPÉ

Technical Specifications





A6 Pininfarina

A6GCS Berlinetta Pininfarina

A6G/54 Zagato

COACHBUILDER:	Pinin Farina	Pinin Farina	Zagato
PRODUCTION PERIOD:	1946-1950	1954	1954-1957
ENGINE:	in-line six-cylinder	in-line six-cylinder	in-line six-cylinder
BORE X STROKE:	66 x 72.5 mm, single camshaft	76.5 x 72 mm	76.5 x 72 mm
DISPLACEMENT:	1488.2 cm ³	1985.6 cm ³	1985 cm ³
POWER:	65 bhp at 4700 rpm	170 bhp at 7300 rpm	160 bhp at 6000 rpm
TORQUE:	–	–	–
LENGTH X WIDTH X HEIGHT:	4100 x 1560 x 1350 mm	3800 x 1530 x 1110 mm	4280 x 1520 x 1451 mm
WHEELBASE:	2550 mm	2310 mm	2550 mm
WEIGHT:	1000 kg	850 kg	850 kg
ACCELERATION 0–100 KM/H:	N/A	N/A	N/A
MAXIMUM SPEED:	150 km/h (manufacturer's data)	around 240 km/h	210 km/h (manufacturer's data)
NUMBER PRODUCED:	60	4	20
PRICE AT THE TIME:	around 1800 Euro	around 2700 Euro	around 2300 Euro



<i>A6G/54 Allemano</i>	<i>450 S</i>	<i>3500 GT</i>	<i>5000 GT</i>
Allemano	Zagato	Touring	Allemano
1954-1957	1957	1957-1964	1959-1964
in-line six-cylinder	90° V8	in-line six-cylinder, twin ignition	90° V8
76.5 x 72 mm, double camshaft	93.8 x 81 mm, twin ignition	86 x 100 mm	93.9 x 89 mm
1985 cm ³	4477.72 cm ³	3485.3 cm ³	4938 cm ³
150 bhp at 6800 rpm	400 bhp at 7200 rpm	220 bhp at 5500 rpm (<i>3500 GT</i>) 235 bhp at 5800 rpm (<i>3500 GTI</i>)	340 bhp at 5500 rpm
–	–	35-38 kgm at 3500 rpm	45 kgm at 3600 rpm
4290 x 1530 x 1455 mm	4400 x 1570 x 1115 mm	4780 x 1760 x 1300 mm	4760 x 1690 x 1320 mm
2550 mm	2400 mm	2600 mm	2600 mm
950 kg	1100 kg	1400 kg	1660 kg
N/A	N/A	6.7-6.5 s	5.5 s
around 190 km/h	300 km/h	230 km/h (<i>3500 GT</i>) 240 km/h (<i>3500 GTI</i>)	260 km/h
21	1	1980	21
around 2600 Euro	around 3100 Euro	around 2850 Euro	around 3600 Euro



Sebring – Series I

Sebring – Series II

Mistral

COACHBUILDER:	Vignale	Vignale	Frua
PRODUCTION PERIOD:	1963-1965	1965-1968	1964-1970
ENGINE:	in-line six-cylinder, Lucas injection and twin ignition	in-line six cylinder, Lucas injection and twin ignition	in-line six cylinder, Lucas injection and twin ignition
BORE X STROKE:	86 x 100 mm	86 x 106 mm (<i>Sebring 3700 GTI</i>) 88 x 110 mm (<i>Sebring 4000 GTI</i>)	86 x 106 mm (<i>Mistral 3700</i>) 88 x 110 mm (<i>Mistral 4000</i>)
DISPLACEMENT:	3485.3 cm ³	3694.4 cm ³ (<i>Sebring 3700 GTI</i>) 4014.2 cm ³ (<i>Sebring 4000 GTI</i>)	3694.4 cm ³ (<i>Mistral 3700</i>) 4014.2 cm ³ (<i>Mistral 4000</i>)
POWER:	235 bhp at 5500 rpm	245 bhp at 5500 rpm (<i>Sebring 3700 GTI</i>) 255 bhp at 5500 rpm (<i>Sebring 4000 GTI</i>)	245 bhp at 5500 rpm (<i>Mistral 3700</i>) 255 bhp at 5500 rpm (<i>Mistral 4000</i>)
TORQUE:	38 kgm at 3500 rpm	38 kgm at 3500 rpm (<i>Sebring 3700 GTI</i>) 39 kgm at 3500 rpm (<i>Sebring 4000 GTI</i>)	38 kgm at 3500 rpm (<i>Mistral 3700</i>) 39 kgm at 3500 rpm (<i>Mistral 4000</i>)
LENGTH X WIDTH X HEIGHT:	4470 x 1665 x 1300 mm	4550 x 1690 x 1340 mm	4550 x 1675 x 1250 mm
WHEELBASE:	2500 mm	2500 mm	2400 mm
WEIGHT:	1520 kg	1510 kg	1430 kg
ACCELERATION 0-100 KM/H:	6.8 s	6.7 s	6.4-6.2 s
MAXIMUM SPEED:	230 km/h	235 km/h (<i>Sebring 3700 GTI</i>) 245 km/h (<i>Sebring 4000 GTI</i>)	245 km/h (<i>Mistral 3700</i>) 255 km/h (<i>Mistral 4000</i>)
NUMBER PRODUCED:	350	250	830
PRICE AT THE TIME:	around 3100 Euro	around 3900 Euro	around 3300-3900 Euro



<i>Mexico</i>	<i>Ghibli</i>	<i>Simun</i>	<i>Indy</i>
Vignale	Ghia	Ghia	Vignale
1966-1972	1967-1973	1968	1969-1975
90° V8	90° V8	90° V8	90° V8
88 x 85 mm (<i>Mexico 4200</i>) 93.9 x 85 mm (<i>Mexico 4700</i>)	93.9 x 85 mm, dry sump (<i>Ghibli 4700</i>) 93.9 x 89 mm, dry sump (<i>Ghibli 4900 SS</i>)	88 x 85 mm	88 x 85 mm (<i>Indy 4200</i>) 93.9 x 85 mm (<i>Indy 4700</i>) 93.9 x 89 mm (<i>Indy 4900</i>)
4136 cm ³ (<i>Mexico 4200</i>) 4719 cm ³ (<i>Mexico 4700</i>)	4719 cm ³ (<i>Ghibli 4700</i>) 4930 cm ³ (<i>Ghibli 4900 SS</i>)	4136 cm ³	4136 cm ³ (<i>Indy 4200</i>) 4719 cm ³ (<i>Indy 4700</i>) 4930 cm ³ (<i>Indy 4900</i>)
260 bhp at 5500 rpm (<i>Mexico 4200</i>) 290 bhp at 5500 rpm (<i>Mexico 4700</i>)	330 bhp at 5500 rpm (<i>Ghibli 4700</i>) 335 bhp at 5500 rpm (<i>Ghibli 4900 SS</i>)	260 bhp at 5500 rpm	260 bhp at 5500 rpm (<i>Indy 4200</i>) 290 bhp at 5500 rpm (<i>Indy 4700</i>) 300 bhp at 5500 rpm (<i>Indy 4900</i>)
38 kgm at 3800 rpm (<i>Mexico 4200</i>) 40 kgm at 3800 rpm (<i>Mexico 4700</i>)	45 kgm at 4000 rpm (<i>Ghibli 4700</i>) 49 kgm at 4000 rpm (<i>Ghibli 4900 SS</i>)	40 kgm at 3800 rpm	38 kgm at 3800 rpm (<i>Indy 4200</i>) 40 kgm at 3800 rpm (<i>Indy 4700</i>) 45 kgm at 3800 rpm (<i>Indy 4900</i>)
4760 x 1730 x 1340 mm	4700 x 1790 x 1160 mm	4640 x 1820 x 1235 mm	4740 x 1760 x 1250 mm
2640 mm	2550 mm	2600 mm	2600 mm
1600 kg	1550 kg	1580 kg	1650 kg
6.5-6.8 s	5.3-5.2 s	N/A	6.2-6.8 s
245 km/h (<i>Mexico 4200</i>) 255 km/h (<i>Mexico 4700</i>)	275 km/h (<i>Ghibli 4700</i>) 280 km/h (<i>Ghibli 4900 SS</i>)	250 km/h	250-260 km/h
485	1150	1	1110
around 4400-4900 Euro	around 4900 Euro (<i>Ghibli 4700</i>) around 5300 Euro (<i>Ghibli 4900 SS</i>)	one-off	around 5100 Euro (<i>Indy 4200</i>) around 5300 Euro (<i>Indy 4700</i>) around 5700 Euro (<i>Indy 4900</i>)



	<i>Bora</i>	<i>Khamsin</i>	<i>Kyalami</i>
COACHBUILDER:	Italdesign	Bertone	Frua
PRODUCTION PERIOD:	1971-1978	1974-1982	1977-1983
ENGINE:	90° V8, mid-rear	90° V8, dry sump	90° V8
BORE X STROKE:	93.9 x 85 mm (<i>Bora 4700</i>) 93.9 x 89 mm (<i>Bora 4900</i>)	93.9 x 89 mm	88 x 85 mm (<i>Kyalami 4200</i>) 93.9 x 89 mm (<i>Kyalami 4900</i>)
DISPLACEMENT:	4719 cm ³ (<i>Bora 4700</i>) 4930 cm ³ (<i>Bora 4900</i>)	4930 cm ³	4136 cm ³ (<i>Kyalami 4200</i>) 4930 cm ³ (<i>Kyalami 4900</i>)
POWER:	310 bhp at 6000 rpm (<i>Bora 4700</i>) 320 bhp at 6000 rpm (<i>Bora 4900</i>)	320 bhp at 5500 rpm	260 bhp at 5500 rpm (<i>Kyalami 4200</i>) 300 bhp at 5500 rpm (<i>Kyalami 4900</i>)
TORQUE:	47 kmg at 4200 rpm (<i>Bora 4700</i>) 49 kmg at 4200 rpm (<i>Bora 4900</i>)	49 kmg at 4000 rpm	39 kmg at 4000 rpm (<i>Kyalami 4200</i>) 45 kmg at 4000 rpm (<i>Kyalami 4900</i>)
LENGTH X WIDTH X HEIGHT:	4335 x 1730 x 1134 mm	4400 x 1804 x 1180 mm	4610 x 1870 x 1320 mm
WHEELBASE:	2600 mm	2550 mm	2600 mm
WEIGHT:	1600 kg	1500 kg	1670 kg
ACCELERATION 0-100 KM/H:	6.5 s (0-1000 m: 25.3 s)	5.8 s	6-6.8 s
MAXIMUM SPEED:	273 km/h (<i>Bora 4700</i>) 280 km/h (<i>Bora 4900</i>)	275 km/h	250-260 km/h
NUMBER PRODUCED:	530	435	200
PRICE AT THE TIME:	around 6200 Euro (<i>Bora 4700</i>) around 7000 Euro (<i>Bora 4900</i>)	around 7900 Euro	around 8800 Euro (<i>Kyalami 4200</i>) around 9800 Euro (<i>Kyalami 4900</i>)



<i>Biturbo</i>	<i>Karif</i>	<i>Shamal</i>	<i>3200 GT</i>
Maserati	Zagato	Gandini	Giugiaro
1981-1987	1988-1993	1989-1996	1998-2002
90° V6, turbocharged with two turbos	90° V6, turbocharged with two turbos and two intercoolers	90° V8, turbocharged with two turbos and two intercoolers	90° V8, twin-turbocharged
82 x 63.5m	94 x 67 mm	80 x 80 mm	88 x 88 mm
1996 cm ³	2790 cm ³	3217 cm ³	3217 cm ³
180 bhp at 6000 rpm	285 bhp at 6000 rpm	326 bhp at 6000 rpm	370 bhp at 6250 rpm (271 kW)
26 kgm at 3500 rpm	44 kgm at 4000 rpm	44 kgm at 2800 rpm	50 kgm at 4500 rpm (491 Nm)
4153 x 1714 x 1305 mm	4043 x 1714 x 1310 mm	4100 x 1850 x 1300 mm	4550 x 1810 x 1380 mm
2514 mm	2400 mm	2400 mm	2650 mm
1086 kg	1281 kg	1417 kg	1647 kg (automatic transmission: 1675 kg)
6.5 s	4.8 s	5.3 s	5.2 s (0-1000 m: 24.2 s)
215 km/h	255 km/h	270 km/h	280 km/h (automatic transmission: 270 km/h)
9210	222	370	4795
around 12,000 Euro	around 36,000 Euro	around 65,000 Euro	77,000 Euro 80,000 Euro (automatic transmission)



Coupé GT & Coupé Cambiocorsa

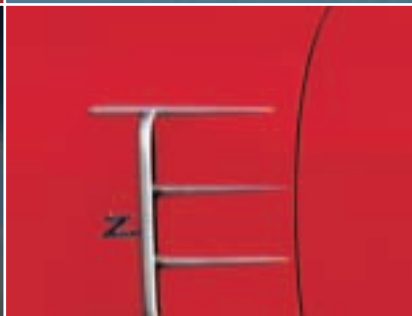
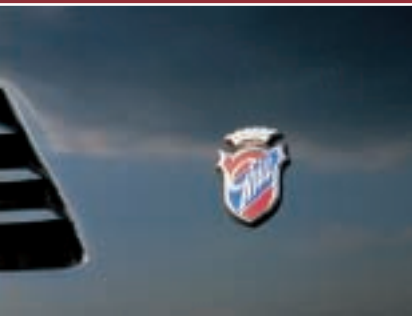
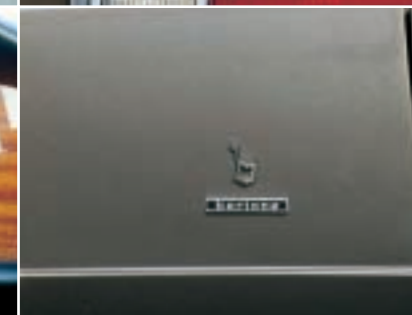
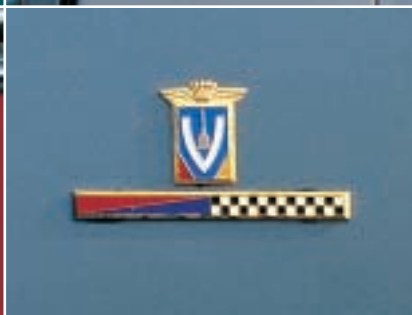
COACHBUILDER:	Italdesign-Giugiaro
PRODUCTION PERIOD:	2002
ENGINE:	90° V8
BORE X STROKE:	92 x 80 mm
DISPLACEMENT:	4244 cm ³
POWER:	390 bhp at 7000 rpm (287 kW)
TORQUE:	46 kgm at 4500 rpm (451 Nm)
LENGTH X WIDTH X HEIGHT:	4523 x 1822 x 1305 mm
WHEELBASE:	2660 mm
WEIGHT:	1570 kg (Cambiocorsa: 1580kg)
ACCELERATION 0-100 KM/H:	4.9 s (0-1000 m: 23.5 s)
MAXIMUM SPEED:	285 km/h

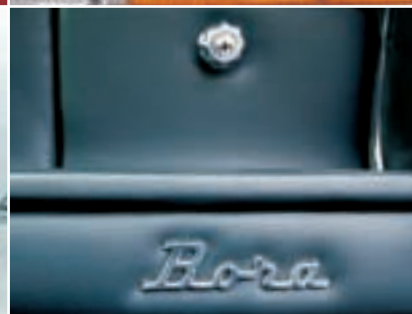
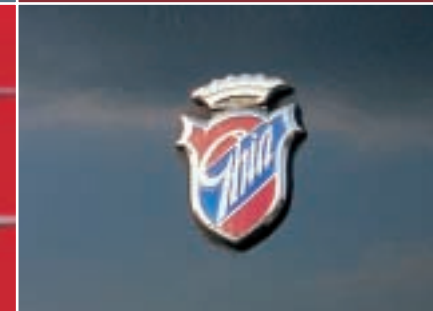
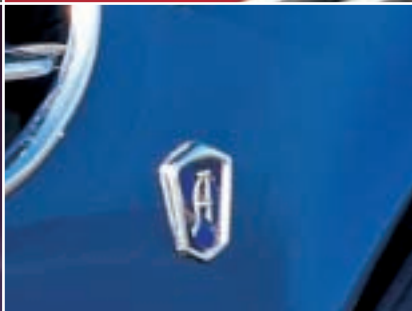
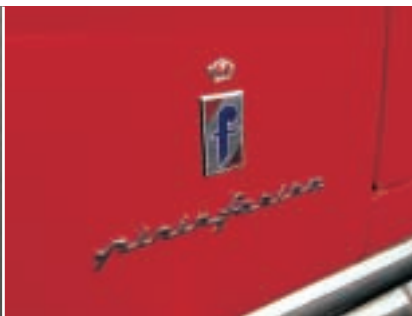






MASERATI RECOMMENDS AGIP







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The Maserati story can be told from many different points of view: its achievements on the race track, its road cars, the Coupés, the Spyderys or the Quattroporte saloons. Each of these stories intertwines with the others, but one story in particular connects them all: that of the Coupés. Often inspired by racing car technology and then used themselves as a starting point for the Spyderys (as Maserati is only too happy to point out) or as a platform for the development of big sporty sedans, the Maserati Coupés have made a unique impact on the high performance luxury car scene.

Maserati already had designs for road-going Coupés on the drawing board before the outbreak of the last World War, but it was only in 1946 that the mechanics of a powerfully sporty Trident marque car was clothed by Pininfarina for road use. That first Maserati sports car inspired tens of models, often available in host of versions and styles.

This book, compiled by the ever passionate Jürgen Lewandowski, documents the most significant milestones in the fascinating story of the Maserati Coupé, and is being published to coincide with the unveiling of the Coupé GT and the Coupé Cambiocorsa, two models which are destined to turn the Maserati relaunch on the world stage into a significant, long term presence.

The models are grouped by family and era, and thanks to some very skilful photography, are compared not only in terms of exterior lines but also fittings, dashboards, steering wheels and gear use, making this an absolutely essential companion for anyone whose passion is sports cars with real character.

This is the second volume of a collection started with the Spyder monograph. It is produced directly by Maserati and is available in English, Italian, French and German languages.