



## TMC - Ontario Chapter - Newsletter

April 2006

### **The 2006 Season**

This year promises to be our best yet. We have over twenty members that have paid their dues and are committed to participating in club events.

We have already prepared a schedule of club events and other related Maserati events for 2006; which is included as part of the annual club mail-out and is also available on the club website at:

<http://www.MaseratiClubOntario.org>

The club website is for everyone. Anyone wanting to contribute to it in any way with articles and images or other information please contact Stuart Cork.

TMC-OC = The Maserati Club - Ontario Chapter

TMC is actually a larger international club, of which we are a chapter. For those who may be unaware we have always been members of TMC starting in the 90s. You are certainly free to attend other TMC events listed at its website. The TMC website is:

<http://www.TheMaseratiClub.com>

### **Club Incorporation**

We have started the process of incorporation for the club as a non-profit organization. The official name is "The Maserati Club [TMC] - Ontario Chapter". This was an important and necessary step for a number of reasons: 1) it helps us to better get the kind of liability insurance that we need for our events and outings, 2) it allows us to register a bank account, which is helpful in better managing our club finances, and 3) it improves the perception of the club; this motivates the club and opens the doors for events in association with Ferrari-Maserati and other car clubs.

The lawyer has been paid in part and the papers have been drafted and signed. The incorporation should be entirely complete sometime before summer.

### **Club Dues and Insurance**

Club membership is \$ 100 CAD for the 2006 season. The calendar and "il Tridente" magazine are an extra \$ 33 CAD. Please make sure your membership is paid. It is always important but especially important this year as it goes towards the club incorporation. For the time being, please co-ordinate membership payment with Giovanni.

The cost of incorporation is a one-time-payment, therefore, in the year we may adjust the "club dues" accordingly, however, please keep in mind the issue of insurance. We have been

taking one step at a time. We, first wanted to complete the incorporation, then we will move onto the subject of insurance. Once the incorporation is finalized we will get a quote for insurance and then bring that cost to the club members for discussion. We suspect the cost will be somewhere between \$ 1000 - \$ 2000 CAD.

### **Magazines and Calendars**

Giovanni has received the calendars, please make arrangements to drop by and pick one up or you will get it at the first event that you attend. The magazine "il Tridente" still has not been issued yet, however we will notify you once we have more information.

### **New Members and New Cars**

We are pleased to announce several new cars to the club and the return of old members...

Chang, Michael	430 (gray)
Rose, David	228 (riffle gray)
Toth, Leslie	Indy (1969)
Stanimirovic,Alec	228 (red)
Stenta,Tommaso	Bora (1972)
Bressan,Walter	Merak (1974)

### **Singapore**

As you may or may not know Bernard has spent a lot of time working in Singapore. Where there are more Maserati 3200 and 4200 than there are Porsche 911s. The Singapore government has legislation such that the road permit for cars is very expensive and integrated as part of the ownership of the car, as such there are very few older cars there, cars over 5 years are rare. Much of the "downtown" work force are "ex pats" (ex-patriots) and are relatively quite wealthy and often get a brand new car every year (usually paid for by the corporation they represent).

As a result Singapore exports most cars that are 5 years or older. During the '90s Singapore was a relatively large consumer of Maseratis: many 228s, 430s, Ghiblis and Shamals. Singapore exports these cars relatively cheaply as they are all over 5 years. Below is a website contact to a group that specializes in exporting cars from Singapore, so if you have ever dreamed of owning a 1992 Ghibli II, series I, this would be a great place to start. My understanding is that if the car is 15 years old and it was certified for road use elsewhere in the international community that you can now bring the car into Canada if it meets emission standards; which these cars would provided that they are in good working order. Imagine a 1991 Maserati Shamal tearing up the DVP !

<http://www.consultancy.sg/autoequator/>

### **Robert Hanna**

Unfortunately Robert will be playing a relatively small role in the club, if any. He has decided to now spend most of his time with the church and we wish him good luck with that. He started the club and the club would not exist today if it were not for his dedication to the

cars. However he does still remain available to help any of the club members with their cars as best he can, so please feel free to give him a call at (416) 833.7282.

### **Article: Biturbo Era and the Ghibli Primatist**

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The first Biturbo was shown on 14<sup>th</sup> December of 1981, some '82 and '83 models appeared in Italy and in '84 it appear in North America. The Biturbo was a significant departure from the traditional 5L-V8 that Maserati was famous for. But times were changing and Maserati had to change too. In fact, the Biturbo was initially a great success for Maserati, which at the time was in poor financial shape.

... some background

In 1976 Alejandro De Tomaso took over the Trident from Citroen, he then shortly after presented the Kyalami (1976-1983) at the Geneva Motor Show in 1976. This car very closely resembles the Biturbo and could hardly be distinguished from a distance (just slightly more curvaceous).

The Kyalami was a 2-door 2+2 seater styled by Frua but really a re-styling of the De Tomaso Longchamps. The car was intended more specifically for the North American market. It carried a 4.1-4.9L-V8 good for 250-280 HP @ 6000 RPM. The car weighed 1700 kg and was good for 240 kmph. Number built 188. The car was not a mass success as originally intended and perhaps this was because it was re-worked into the Biturbo that took its steam; there are some Kyalamis in the USA today, I doubt there are any in Canada.

De Tomaso also presented the Quattroporte III (1976-1990) that same year at the Turin Motor Show. This large 4-door 5 seater salon has many identical features of the Biturbo and also a very close resemblance. The front angle with grill looks very much like the Biturbo except wider and bigger. These cars had essentially the same engine as the Kyalami. Number built 2141. The placements of the badges and shape of the grill and the interior are the features most in common with the Biturbo.

The Merak obviously doesn't appear to have anything to do with the Biturbo from the outside but was the origin of the engine, sans turbos. The Merak was the little sister of the Bora and carried a mid-engine 3L-V6-2v. This engine was modified: given 3 valves, given two turbos and became the Biturbo engine.

The original Biturbo was a 2L-V6-3v carbureted engine, shortly after came the 2.5L-V6-3v for export markets; starting in '87, fuel-injected models were sold and then in '89 the engine size was enlarged to 2.8L and the torque increased nicely. That same year 24-valve was also introduced in the 2.0L version and two years later in the 2.8L-24v.

Just to cover all the facts...the first 2.8L actually appeared in '84 in a 228 (of which only a handful were sold), this 2.8L in the 228 also had 24 valves and I believe was naturally aspirated. Starting, I believe, in '87 the 228 was then changed to hold a 2.8L-3v and was fuel injected and called the 228i. The 228 did not come to North America until the '89 model.

Also around '86 Maserati produced a prototype 6-valve biturbo engine with 280 HP. There is some good information about this engine on the Internet and it is a subject best saved for another newsletter. This engine was not ever available in a production car.

And starting in '89 was the production of the Shamal which had a 3.2L-V8-32v engine, so in fact the Shamal and the 2.24v became available as production cars around the same time in '89 and neither came to North America, although many other '89 model did such as the 228, 430 and Spyder.

### **Maserati North America Pull-out**

In very early 1991 Maserati pulled out of the North American market. I am unsure as to the real reasons behind the decision. It was a business decision and there are rumored factors: 1) poor quality on the early Biturbos 2) the Biturbos failed to meet bumper impact crash tests (these are rumors only - as far as I know). Many 89s, some 90s and I hear some 91s came into USA and Canada.

Biturbos with 2.8L were the last cars to come to North America before Maserati pulled out of the market, these included 228, 430 and Spyder and did not specifically use the "Biturbo" name. Starting in '88 and with '89 model years the Karif, 222, 422 and 2.24v were also being produced, I am unsure if any ever made it to North America as personal imports, they were not sold through the dealerships to the best of my knowledge. The last model year to come into North America around that time were very few '91s.

### **Maserati Comeback**

Maserati made a come back with the Biturbo in 1982 and started a second comeback in the early 90s with a new level of performance and quality in their cars. The '90s Biturbos such as 2.24V, 222 and Racing and later generation Ghibli II and 4.24v and 4.18v and 430 were all acknowledged as high quality cars (the Shamal was also introduced starting '89 and was a 3.2L-V8-24v and a clear return to the supercar arena). Although Maserati certainly would have preferred to have sold more cars - the cars they did make were quality cars.

### **Of Special Note... was the Ghibli II.**

There is a series 1 and series 2 of this car. This was essentially a new generation of Biturbo and the "biturbo" name was dropped (as with other models around this time period). These cars sported twin turbo 24 valve engines, it was available in 2.0L and 2.8L; surprisingly the 2.0L had more HP at 306 against 284 for 2.8L. The 2.8L being nicely of more torque at low RPM (zippier) and the 2.0L having more HP at high RPM (albeit minor). However, with an upgraded computer chip for the fuel management system the 2.8L-24v could be modified in the same way as the 2.0L and could produce over 400 HP.

In 1997 the GT3200 was introduced, this was a twin turbo V8 engine and was an evolution of the Shamal engine, it was 4-valve and 3.2L. The outside appearance of the car bared no resemblance to the Biturbo series and its direct siblings. However the last Biturbo series cars were made in 1998.

Starting in 1995 Maserati made a special car based on the evolution of the Biturbo called the Ghibli Open Cup: 2L-V6-24v ~330-340 HP. Approximately 30 examples of the car were made and most were used for the Selenia Race series in Europe. Another 30 were made the next

year and another 30 entitled “Ghibli Cup” without the “Open” were made for collectors and enthusiasts and were specifically intended for road use and not destined for the race track; approximately 90 in total (the three groups of 30 mentioned).

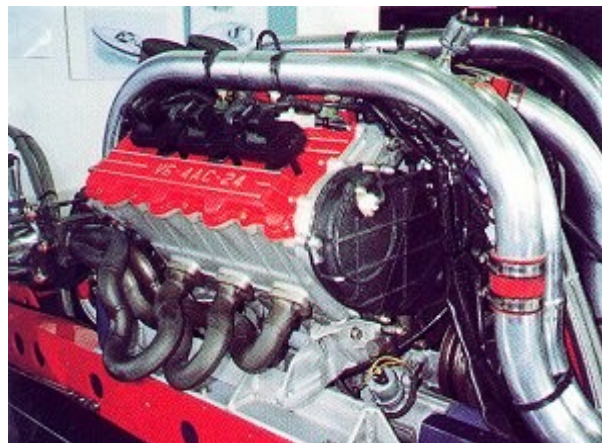
### **The Ghibli Primatist**

Finally in 1997 and 1998 Maserati did something very creative and unique; unlike most other car manufacturers. They created yet another special example of the car called the Primatist to celebrate the winning of the world record for speed on water, in 1996, for the “flying kilometre”; I am unsure of the details. Apparently the class was 5L [and below ?], and was won with a 2.0L-V6-24v engine from a Ghibli Cup car, in the Abbate Primatist powerboat. As installed, it was modified and produced 370 HP.



*Ghibli Primatist Logo*

Maserati made 35 examples of the car, the engine was a 2.0L-V6-24v twin turbo purring 306-330 HP at 6250 RPM.



*As seen for the powerboat: 2.0L-V6-24v (370 HP).*

The car was available in only one color set as far as I am aware: “Blu Mare” ([Mediterranean] sea blue) exterior and blue and turquoise leather interior with light blue carpets.



*Exterior in Blu Mare.*



*Unique, beautiful & colorful interior.*

The Ghibli [Open ] Cup cars had roller-bearing turbos which helped in producing the 340 HP they were famous for on only 2.0L (which is a world record for a production car @ 170 HP/L) - I would presume that the Primatist had the same roller-bearing turbos. These roller-bearing turbos operated with less resistance (ie less friction) and ran slightly cooler than the traditional production turbos.

The January 2002 issue of Auto Italia has an excellent article by Andy Heywood on the Ghibli Primatist.

Ontario Maserati Biturbos '85 - '90 et al.

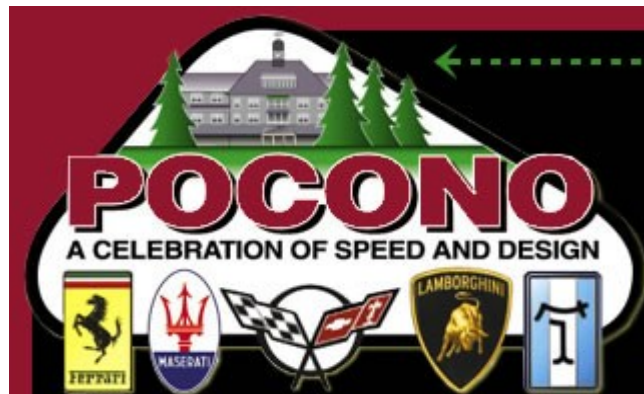


*Lake Simcoe: The Briars - Front Lawn*

“A 4-day gathering of 5 great marques at Pocono Raceway & Pocono Manor Golf Resort & Spa:

Corvette, De Tomaso, Ferrari, Maserati, & Lamborghini”

Every year Pocono has a wonderful event: CSD - Celebration of Speed and Design. Our club TMC-OC has attended this event in the past, however in 2006 will be having an event that weekend to Elora Gorge, however for those interested in the Pocono event, please visit the website (below). Usually there is a Road Rally through the mountains and a world-class concours and of course the track.



Pocono, PA, USA • 2006 May 27-30

Hotline: (609) 397-8866

Online: <http://www.Pocono-csd.com>

## Number of Examples Built:

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This is NOT a complete list, if you know of better information or mistakes please let us know at [bernard.stamm@QuoteSoftware.com](mailto:bernard.stamm@QuoteSoftware.com)

Model	Engine	HP	Number
Royal 86-90	4.9L-V8-Carb?	300	53
222 SE(91),4V,E,SR(94) 88-94	2L-3v 2.8L-3v 4v?	220 250	total= 1156
Racing 91-92	2L-4v	283	254
2.24v & 4.24v 88-90	2L-4v	245	total= 1147
Spyder 84-86	2-2.5L-3v	180-185	*
Spyder i Spyder i (87-88) Spyder iE 87-90	2L-3v 2.5L-3v 2.8L-3v	220 220 250	* * *
Spyder III 91-94	2L-4v 2.8L-3v	245 250	* *
Spyder	2L 2.5L 2.8	180-245 185-220 250	1082 ('84-'94) 1049 ('84-'88) 823 ('89-'94)
Ghibli II	2L-V6-24v	279-306	
Ghibli II GT	2.8L-V6-24v	284	
Ghibli Primatist 1997-1998	2L-V6-24v	306-330	35

## **TMO-OC: 2006 Events Calendar**

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Maser Miglia is being held this year in Italy this Spring. Please contact Giovanni for information.

All events are on a Sunday except the annual Christmas dinner which will be on a Saturday.

- 1      May 28<sup>th</sup>      Elora Gorge (TMC-OC)
- 2      June 11<sup>th</sup>      Niagara, Ontario (venue TBA)
- 3      July 23<sup>rd</sup>      The Briars ([www.Briars.ca](http://www.Briars.ca))
- 4      August 20<sup>th</sup>      Picnic / BBQ (venue @ Bill Heap's in King City)  
*(We will provide a map later in the season.)*
- 5      Sep 10<sup>th</sup>      Reserved, please keep this important date available for a special  
TMC event, we are in the process of trying to arranging an inter-club  
event.
- 6      Oct 29<sup>th</sup>      Fall Outing; Bellfontaine, Ontario
- 7      Dec 2<sup>nd</sup>      Annual Christmas Diner

Pocono CSD      May 27-30 (see page above dedicated to this event).

### **Late August**

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"Italian Performance Auto Parade" - Windsor, Ontario  
Phone Gerry at (519) 948.5152  
Twin Cam Motor (Windsor) Ltd  
1393 Drouillard Road, Windsor, Ontario, N8Y 2R8

### **Mosport Track Days, please visit:**

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<http://www.mosport.com/roadhome.htm>

## Cars for Sale

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- 1 Maserati 430, 1989, but with a 2.5L-FI, 68,000 km, good condition, \$ 17,000 CAD. Must see many very nice upgrades. Included: installed set of four Maserati OEM Oz wheels from a Ghibli II. Michael Chang, (647) 885.8055, [TheCarlingroup@yahoo.com](mailto:TheCarlingroup@yahoo.com)
- 2 Maserati 228, 1989, manual transmission, excellent condition. Contact Robert Hanna (416) 833.72.82.
- 3 Maserati 228, 1990, automatic transmission, excellent condition. Contact Robert Hanna (416) 833.72.82.
- 4 Maserati Race Car, upgraded 2.8L with biturbo chassis. Contact Robert Hanna (416) 833.72.82.
- 5 Maserati 425i, 1987, 2.5L-V6-3v-FI (210 HP), twin turbo dual air-to-air intercoolers. 5-speed manual transmission, sunroof, power windows. Transmission recently serviced. Stainless-steel muffler. Small amount of rust on passenger side door; otherwise in great shape. Blue steel exterior with traditional tan interior. Odometer 93,000 km, \$9,500 CAD, contact Saverio Rinaldi, (416) 456.5953, [srinaldi@symaptico.ca](mailto:srinaldi@symaptico.ca)
- 6 Alfa Romeo Milano, odometer 140,000 km, good condition, \$ 5,000 CAD, contact Michael Chang, (647) 885.8055, [TheCarlingroup@yahoo.com](mailto:TheCarlingroup@yahoo.com)

## **TMC-OC: Positions**

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President:	Giovanni Marcelli	(416) 464.4831 gmarcelli@accubid.com
Vice-President:	Stuart Cork	(416) 738.2850 info@Corskan.com
Secretary:	Saverio Rinaldi	(416) 456.5953 srindaldi@ConsultingCadre.net
Treasurer:	Jill Brown	(416) 530.6983 gotoJustJill@yahoo.ca
Communications:	Bernard Stamm	(416) 573.3403 Skype: quotesoftware <a href="mailto:bernard.stamm@QuoteSoftware.com">bernard.stamm@QuoteSoftware.com</a>

March 12	<b>Bahrain Grand Prix</b>	Bahrain International Circuit, Manama, Kingdom of Bahrain
March 19	<b>Malaysian Grand Prix</b>	Sepang International Circuit Selangor, Malaysia
April 2	<b>Australian Grand Prix</b>	Albert Park Melbourne, Australia
April 23	<b>San Marino Grand Prix</b>	Autodromo Enzo e Dino Ferrari Imola, Italy
May 7	<b>European Grand Prix</b>	Nurburgring Circuit Nurburg, Germany
May 14	<b>Spanish Grand Prix</b>	Circuit de Catalunya Barcelona, Spain
May 28	<b>Monaco Grand Prix</b>	Circuit de Monaco Monaco
June 11	<b>British Grand Prix</b>	Silverstone Circuit Silverstone, England
June 25	<b>Canadian Grand Prix</b>	Gilles Villeneuve Circuit Montreal, Canada
July 2	<b>United States Grand Prix</b>	Indianapolis Motor Speedway Indianapolis, Indiana
July 16	<b>French Grand Prix</b>	Circuit de Nevers Magny Cours, France
July 30	<b>German Grand Prix</b>	Hockenheimring Hockenheim, Germany
August 6	<b>Hungarian Grand Prix</b>	Hungaroring Budapest, Hungary
August 27	<b>Grand Prix of Turkey</b>	Istanbul Park Istanbul, Turkey
September 10	<b>Italian Grand Prix</b>	Autodromo Nazionale di Monza Monza, Italy

September 17	<b>Belgium Grand Prix</b>	Circuit de Spa Spa-Francorchamps, Belgium
October 1	<b>Grand Prix of China</b>	Shanghai International Circuit Shanghai China
October 8	<b>Japanese Grand Prix</b>	Suzuka International Racing Course Ino-Cho, Japan
October 22	<b>Brazilian Grand Prix</b>	Interlagos Circuit Sao Paulo, Brazil

