

Maserati Kyalami *(Submitted by Club Member Paul Keating)*



For a marque where the product was the same price as a good family home in 1971 (as the defunct magazine Sports Car Classic's noted when they took Ray Gulson's Indy for a test drive), we are fortunate to be blessed with examples of all Maserati's road models except for the 5000GT. By far the rarest of the cars recorded in the Register was the Kyalami.

Unfairly dubbed a rehashed De Tomaso Longchamp by some the car is a somewhat forgotten member of the Trident family. De

Tomaso (who was well and truly in charge at Maserati at this time) took the Longchamp and replaced the Detroit V8 with the current Maserati V8. Initially offered with the 4.2 litre then the 4.9 litre the transplant gave the car the Italian pedigree it deserved. Many cosmetic changes outside and inside were made to distinguish the car from its more basic stablemate.

However the market wasn't that sure and only approximately 210 of the cars were made (approximately because you can never be sure with Maserati) from 1976 to 1983. The 4.9 litre models were very uncommon and the manual transmission, being an option, is the proverbial hen's tooth. The Register listed two Kyalami's in Australia with one being a hen's tooth (time has shown that there are now approximately five Kyalami's in the country with most being 4.2 litre cars).

This hen's tooth has now made rare appearance. The car in question is now for sale through Shannon's. The property of Masertai afficiando and car dealer, Reg Hunt, it is being offered at the Melbourne Motor Show Auction.

Reg Hunt was well known for his Maserati connection, also racing a 300S sports car and having connections with the road car side. Members who had the good fortune to attend the Canberra National Rally would remember Mr Hunt bringing this car to the meet. At the time it was still reasonably new and turned a lot of heads with its shiny silver paintwork and sharp performance....An understated boulevarder cruiser for the discerning buyer.

Production	1976-1983
Designed By:	Frua
Number Built:	210
Dry Weight:	1700 kg
Top Speed:	235 kph 240 kph with the 4.9V8 from 1978
Engine Type:	Front, 8 cylinders arranged in 90° "V"
Bore and Stroke:	88 x 85 mm 93.9 x 89 mm from 1978
Displacement:	4135.8 cc 4930.6 cc from 1978
Compression:	8.5:1
Engine Output:	255 bhp @ 6000 rpm 280 bhp @ 5600 rpm
Valves & Actuation:	Two OHV per cylinder with dual overhead camshafts per bank
Carburettion:	4 Weber 42DCNF carburettors
Ignition:	Single Bosch electronic
Lubrication:	Forced with pressure pump
Drive:	Rear wheel drive
Clutch:	Dry single disc
Gearbox:	3- speed automatic - 5-speed manual gearbox optional
Frame:	Unit construction with body
Suspension Front: and Rear	Independent with coil springs and telescopic shock absorbers
Brakes:	Hydraulic power assisted four wheel discs
Wheelbase:	2600 mm
Track:	1530 mm front; 1530 mm rear
Tyres:	205/70 x15 front and rear
Wheels:	Light alloy disc 7.5x15