

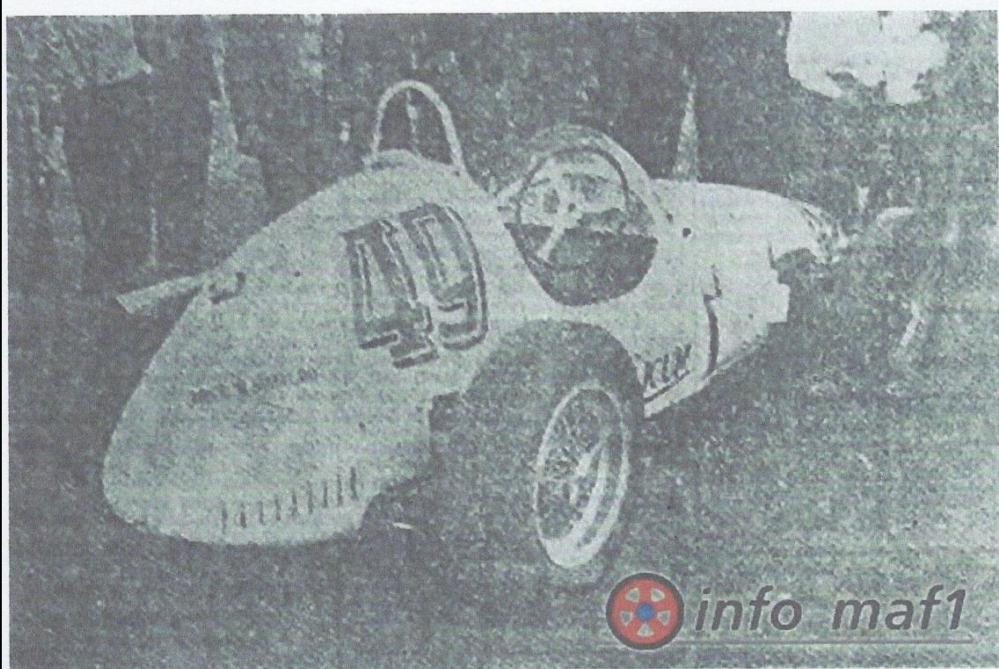
# History Maserati 4 CLT #1600

Omar Almeida



Omar Almeida  
4CLT-Maserati-Vanni  
(The previous owner of di Palma (car))

# History Maserati 4 CLT #1600



Chassis No. ?

Maserati 4 CLT 1962  
Motor chevrolet Apache (6 cyl.)  
Alberto Rodriguez Larreta  
equipo Jose Frontera Soberanes

( and der Tank ist nicht mehr original,  
2. Tankauf (Öltank!) + Öffnungsmechanismus,  
1 - Tankbügel )

In the results lists this car  
appears as "Chevrolet" and not  
as Maserati !

# History Maserati 4 CLT #1600

1968

8 Maserati 4CLT in Argentina (Rafael 1968)

[Info-maf1 > Etapa nacional > Numeración > 1968](#)

Cambiar año:  
Numeración 1968 ▾

Numeración

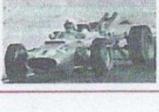
Ramón Requejo	
Número: 1 Chasis: Requejo Motor: Chevrolet Súper Equipo: Requejo Hnos.	

Omar Almeida	
Número: 2 Chasis: Bravi Motor: Tornado Jet Equipo: Peña R.U.E.D.A.	

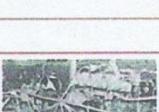
Omar Almeida	
Número: 2 Chasis: Maserati 4CLT Motor: Ford F 100 V8 Equipo: Peña Ford F-100	IMAGEN NO DISPONIBLE

Rolando Sotro	
Número: 3 Chasis: Sotro Ford T Motor: Ford Falcon Equipo: Sotro Hnos.	

Rolando Sotro	
Número: 3 Chasis: Maserati 4CLT Motor: Ford F 100 V8 Equipo: Peña Ford F-100	

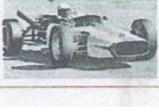
Vicente Cipolatti	
Número: 4 Chasis: Destefano Motor: Chevrolet Súper Equipo: Automóvil Midget Club Sunchales	

Vicente Cipolatti	
Número: 4 Chasis: Pián Motor: Chevrolet Súper Equipo: Automóvil Midget Club Sunchales	

Felipe Lehmann	
Número: 4 Chasis: Pián Motor: Chevrolet Súper Equipo: Automóvil Midget Club Sunchales	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE

Héctor Gradassi	
Número: 5 Chasis: Peruggini Motor: Tornado Jet Equipo: Gradassi Competición	

Domingo Di Santo	
Número: 6 Chasis: Pián Motor: Chevrolet Súper Equipo: Domingo Di Santo	

Orlando Sotro	
Número: 7 Chasis: Sotro Motor: Ford Falcon Equipo: Sotro Hnos.	

F1 Mecanica Argentina 1968

At least 6 Maserati-4CLT-based cars are still participating in the Cup with Maserati-Chevrolet not counted, also not Viaggio

# History Maserati 4 CLT #1600

1968

<p>Número: 8 Chasis: Ferrari RS Motor: <u>Tornado Jet</u> Equipo: Peña "Ram-San"</p> 	<p>Número: 8 Chasis: Ferrari RS 'B' Motor: <u>Tornado Jet</u> Equipo: Peña "Ram-San"</p> 
<p><b>Anselmo Taberna</b> Número: 9 Chasis: Taberna Motor: Chevrolet 7b Equipo:</p> <p>IMAGEN NO DISPONIBLE</p>	
<p><b>Juan Toneatto</b> Número: 10 Chasis: Motor: Chevrolet/<u>Tornado Jet</u> Equipo:</p> <p>IMAGEN NO DISPONIBLE GEN NO DISPONIBLE</p>	
<p><b>Víctor Hugo Plá</b> Número: 11 Chasis: <u>Planetto M/1</u> Motor: <u>Chevrolet Súper</u> Equipo:</p> 	
<p><b>Jorge Ternengo (h)</b> Número: 12/35 Chasis: <u>Barbalarga</u> Motor: <u>Tornado Jet</u> Equipo: Peña ARA</p> <p>IMAGEN NO DISPONIBLE GEN NO DISPONIBLE</p>	<p><b>Jorge Ternengo (h)</b> Número: 5 Chasis: <u>Bravi</u> Motor: <u>Tornado Jet</u> Equipo: Peña R.U.E.D.A.</p> 
<p><b>Danilo Racca</b> Número: 12/14 Chasis: <u>Maserati</u> Motor: <u>Tornado Jet</u> Equipo:</p> <p>IMAGEN NO DISPONIBLE GEN NO DISPONIBLE</p>	
<p><b>Nasif Estéfano</b> Número: 15 Chasis: <u>Crespi Tulia I F1</u> Motor: <u>Tornado Jet</u> Equipo: Bardahl</p> 	
<p><b>Norberto Pascual</b> Número: 16 Chasis: Motor: <u>Chevrolet Apache/Chevrolet Súper</u> Equipo:</p> 	
<p><b>Francisco Peral</b> Número: 17/19 Chasis: Motor: <u>Chevrolet Apache</u> Equipo:</p> 	
<p><b>Tulio Crespi</b> Número: 19/18 Chasis: <u>Crespi Tulia I F2</u> Motor: <u>Fiat 1500</u> Equipo: Tulio Crespi</p> 	
<p><b>Carlos Ragno</b> Número: 19 Chasis: <u>Crespi Tulia I F2</u> Motor: <u>Fiat 1500</u> Equipo: Tulio Crespi</p> 	
<p><b>Ramón Rodríguez</b> Número: 19/61 Chasis: Motor: <u>Chevrolet Súper</u> Equipo:</p> <p>IMAGEN NO DISPONIBLE GEN NO DISPONIBLE</p>	
<p><b>Horacio Schmidt</b> Número: 19 Chasis: Motor: <u>Ford Falcon</u> Equipo:</p> <p>IMAGEN NO DISPONIBLE GEN NO DISPONIBLE</p>	

# History Maserati 4 CLT #1600

1968

<b>Eduardo Copello</b> Número: 20 Chasis: <u>Cooper T81B</u> Motor: <u>Tornado Jet</u> Equipo: Bardahl	
<b>Eduardo Buggiani</b> Número: 20 Chasis: <u>Recio Ford T</u> Motor: <u>Jeep IKA</u> Equipo:	
<b>Raúl Kuriger</b> Número: 21 Chasis: Motor: Chevrolet Equipo:	IMAGEN NO DISPONIBLE
<b>Jerry Bravi</b> Número: 22 Chasis: <u>Bravi</u> Motor: <u>Renault Gordini 1093</u> Equipo: Jerry Bravi	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Hugo Gimeno</b> Número: 23 Chasis: Motor: Equipo:	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Oscar Ottomieri</b> Número: 27/28 Chasis: <u>Ottomieri</u> Motor: <u>Chevrolet Súper</u> Equipo:	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Natalio Cataudella</b> Número: 28 Chasis: <u>Ochoteco</u> Motor: Chevrolet Equipo: Natalio Cataudella	
<b>Carlos Pairetti</b> Número: 29 Chasis: <u>Destefano</u> Motor: <u>Chevrolet Súper</u> Equipo: Automóvil Midget Club Sunchales	
<b>Héctor Sanmartino</b> Número: 33 Chasis: <u>Requejo</u> Motor: <u>Chevrolet Súper</u> Equipo:	
<b>Francisco Frandutto</b> Número: 34 Chasis: Motor: Equipo:	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Juan Manuel Bordeu</b> Número: 36 Chasis: <u>Benamo</u> Motor: <u>Chevrolet Súper</u> Equipo: Benamo	IMAGEN NO DISPONIBLE
<b>Rubén Franchi</b> Número: 37 Chasis: Motor: <u>Chevrolet Súper</u> Equipo:	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Luis Di Palma</b> Número: 37 Chasis: <u>Maserati 4 CLT</u> Motor: <u>Tornado Jet</u> Equipo: Peña San Justo	

# History Maserati 4 CLT #1600

1968

<b>Juan Pomodoro</b> Número: 38 Chasis: <u>Rafaela</u> Motor: <u>Peugeot 404</u> Equipo: Peña "Deporte Motor"	IMAGEN NO DISPONIBLE
<b>Juan Carlos Salatino</b> Número: 39/24 Chasis: <u>Pascutti</u> Motor: <u>Chrysler Slant Six</u> Equipo: Gerardo Albizu	
<b>Tulio Riva</b> Número: 39 Chasis: <u>Pascutti</u> Motor: <u>Chrysler Slant Six</u> Equipo: Gerardo Albizu	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Héctor Plano</b> Número: 40 Chasis: <u>Bonzini</u> Motor: <u>Peugeot 404</u> Equipo:	
<b>Félix Gómez</b> Número: 41 Chasis: Motor: Equipo:	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Orlando Moricci</b> Número: 45/95 Chasis: <u>Ferrari</u> Motor: <u>Chevrolet Apache</u> Equipo:	
<b>Carlos Najurieta</b> Número: 46 Chasis: <u>Rafaela</u> Motor: <u>Fiat 1500</u> Equipo:	
<b>Daniel Arnoldt</b> Número: 47 Chasis: <u>De Tomaso</u> Motor: <u>Fiat 1500</u> Equipo: Peña R.U.E.D.A.	
<b>Pablo Brea</b> Número: 50/54 Chasis: <u>Crespi Tulia II F2</u> Motor: <u>Peugeot 404</u> Equipo: Brea-Soifer	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Ricardo Cañáz</b> Número: 50 Chasis: <u>Cañáz</u> Motor: <u>Ford Falcon</u> Equipo:	
<b>José Soifer</b> Número: 54 Chasis: <u>Crespi Tulia II F2</u> Motor: <u>Peugeot 404</u> Equipo: Brea-Soifer	
<b>Fernando Favergiotti</b> Número: 60 Chasis: <u>Valaco</u> Motor: <u>Peugeot 404</u> Equipo:	
<b>Eduardo Roveri</b> Número: 65 Chasis: <u>Peña Contratuercuera</u> Motor: <u>DKW Bimotor</u> Equipo: Peña Contratuercuera	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE

# History Maserati 4 CLT #1600

1968

<b>Osvaldo Ortensi</b> Número: 70 Chasis: <u>Ortensi</u> Motor: <u>Jeep IKA</u> Equipo:	IMAGEN NO DISPONIBLE
<b>Atilio Gaggiero</b> Número: 72 Chasis: <u>Rafaela</u> Motor: <u>Peugeot 404</u> Equipo: Competición 67	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Raúl Kissling</b> Número: 77 Chasis: <u>Crespi Tulia II F2</u> Motor: <u>Peugeot 404</u> Equipo:	
<b>Marcelo Raitzin</b> Número: 84 Chasis: <u>FRM</u> Motor: <u>Peugeot 404</u> Equipo:	IMAGEN NO DISPONIBLE GEN NO DISPONIBLE
<b>Milton Barbagallo</b> Número: 90 Chasis: Motor: <u>DKW Auto Unión</u> Equipo:	
<b>Fernando Alabern</b> Número: 91 Chasis: <u>Bravi</u> Motor: <u>Renault Gordini 1093</u> Equipo:	
<b>Manuel Benamo</b> Número: ¿? Chasis: <u>Benamo</u> Motor: <u>Pontiac Tempest</u> Equipo: Benamo	
<b>César Cáneva</b> Número: ¿? Chasis: <u>Maserati 4CLT</u> Motor: <u>Ford F 100 V8</u> Equipo: Peña Ford F-100	

# History Maserati 4 CLT #1600

## 1968

Info-maf1 > Etapa nacional > Calendario > Rafaela 25-08-1968

### Rafaela

10º Fecha Puntuable del Campeonato Argentino de 1968 - 25 de agosto de 1968

#### 500 Millas Argentinas

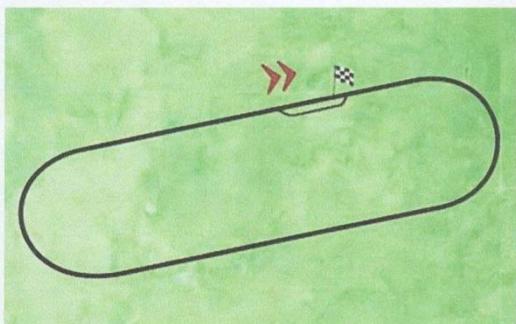
Organizador: Club Atlético Rafaela.

Circuito: Autódromo de Rafaela - Circuito N° 1 de 4.624,46 metros.

Formato: Final a 174 vueltas (804,656 km).

Participantes inscriptos: 26.

Condición climática:



#### Lista de participantes

Nº	Piloto	Chasis	Motor	Equipo
1	Ramón Requejo	Requejo	Tornado Jet	Requejo Hnos.
2	Omar Almeida	Bravi	Tornado Jet	Peña R.U.E.D.A.
3	Rolando Sotro	Maserati 4CLT	Ford F 100 V8	Peña Ford F-100
4	Vicente Cipolatti	Pián	Chevrolet Súper	Automóvil Midget Club Sunchales
5	Héctor Gradassi	Peruggini	Tornado Jet	Gradassi Competición
6	Domingo Di Santo	Pián	Chevrolet Súper	
8	Omar Cuvertino	Ferrari RS	Tornado Jet	Peña "Ram-San"
9	Anselmo Taberna	Taberna	Chevrolet 7b	
11	Víctor Hugo Plá	Pianetto M/1	Chevrolet Súper	
12	Felipe Lehmann	Cenci	Chevrolet Súper	Raúl Cenci
14	Daniilo Racca	Maserati	Tornado Jet	
15	Nasif Estéfano	Crespi Tulia I F1	Tornado Jet	Bardahl
19	Carlos Raquo	Crespi Tulia I F2	Fiat 1500	Tulio Crespi
20	Eduardo Copello	Cooper T81B	Tornado Jet	Bardahl
23	Hugo Gimeno			
27	Oscar Ottonieri	Ottonieri	Chevrolet Súper	
29	Carlos Pairetti	Destefano	Chevrolet Súper	
33	Héctor Sanmartino	Requejo	Chevrolet Súper	
34	Francisco Frandutto			
35	Jorge Ternengo (h)	Barbalarga	Tornado Jet	
36	Juan Manuel Bordeu	Benamo	Chevrolet Súper	Benamo
37	Luis Di Palma	Maserati 4CLT	Tornado Jet	Peña San Justo
38	Juan Pomodoro	Rafaela	Peugeot 404	Peña "Deporte Motor"
39	Juan Carlos Salatino	Pascutti	Chrysler Slant Six	Gerardo Albizu
45	Orlando Moricci	Ferrari	Chevrolet Apache	
46	Carlos Najurleta	Rafaela	Fiat 1500	
61	Ramón Rodríguez		Chevrolet Súper	

1600

1599 2

#### Clasificación

Pos.	Piloto	Auto	Tiempo
1	Carlos Pairetti	Destefano-Chevrolet	1m11s2
2	Eduardo Copello	Cooper-Tornado	
3	Luis Di Palma	Maserati-Tornado	
4	Juan Carlos Salatino	Pascutti-Dodge	
5	Ramón Requejo	Requejo-Tornado	
6	Omar Cuvertino	Ferrari-Tornado	
7	Omar Almeida	Bravi-Tornado	

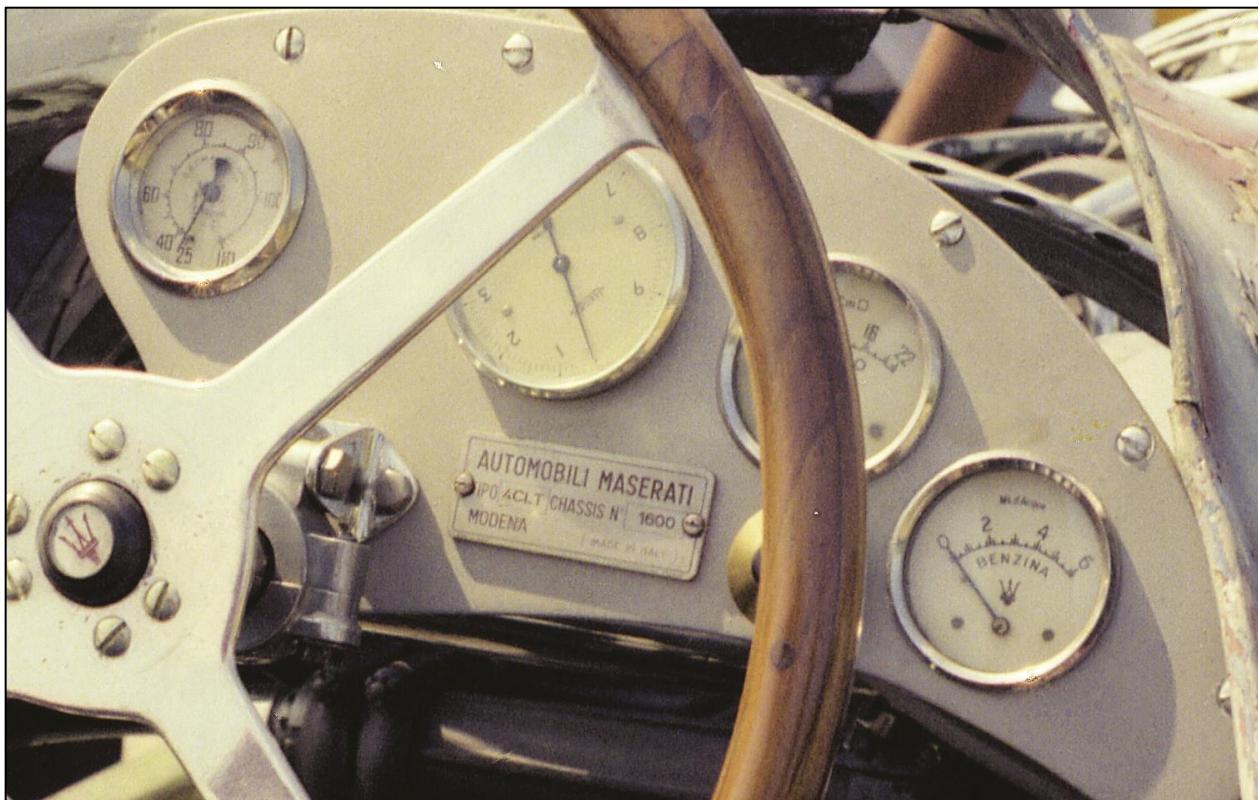
# History Maserati 4 CLT #1600

1970's



This picture is from the 70', as you see from the cars in background (Peugeot 504 1968-80, Ford F100 from 1973)

Middlepart of body shows same slot as Juan Viaggio's car (see page 36)



Dashboard, Chassis-No. and steering-wheel of car on the trailer is identical to todays car of Rainer Ott

# History Maserati 4 CLT #1600

## 1970's

Llamá al ACA @ Retrovisiones

15 es mucho.

10. HernanL

las #1599 & #1600 fueron las del ACA?

11. admin

si HernanL.

12. Fuoripista

No puedo creer Admin la estrategia para recabar datos para el próximo libro... y sin un gasto!!

13. admin

Cuando alguien de el número de chasis verá que no es así. Y tengo pruebas. → The car shows no chassis number  
¡Ya verá!

14. Nostalgioso

Pregunto, ¿una de esas 2 del ACA fue la que compró y corrió varias temporadas el Dr Viaggio en Fza Libre?

15. Buby

Y las de Guillermito Vago.



16. Nostalgioso

A la Maserati 4CLT/48 que Juan Viaggio le compró al ACA (bastidor) se le colocó un Ford V8 con equipo Edelbrock y tiempo después se la vendió a Jose Felix Lopes (con S...) subcampeón de Fza Libre 195... A creo. Con ese auto Lopes perdió la vida en San Nicolás en 1957.

17. HernanL

entonces la de la foto sería la #1600? es la misma que menciona Nostalgioso?  
la #1599 no es la que está en manos del Sr. Sielecki?

18. admin

si.  
si.

19. HernanL

y de la tercera qué se sabe? (la del piloto privado)

20. admin

La tercera era la de Puopolo.

Deje un comentario

Tiene que estar [registrado](#) para comentar.

In this Maserati, which Juan Viaggio bought from the ACA, there was a Ford V8 Edelbrock engine. afterwards it was sold to ~~Felix~~ Jose Felix Loper in 1957. In this car Loper lost his life in the race of San Nicolas 1957

# History Maserati 4 CLT #1600

## Trident No. 16 1978

Please do find out if there are any spares, specially an oil tank for my 4CLT.

These two cars and a 4CLT and a 8CTF No. 3034 which belongs to two friends of mine are the only G.P. cars left at the Rio de la Plata.

A 6CM No. 1557 chassis 1558 was sold to Mr. Alain DeCadenet last year.

I would very much appreciate any information about my cars.

Yours faithfully,  
CARLOS OSCAR TAVELLI

Dear Mr. Miles:

I was very glad to receive my subscription to your club and the three issues of the "Trident" that were excellent.

Luckily, I have received a lot of information from Officine Maserati which enable me to know the following story of my 4CM:

Mr. Ettore Bianco bought the car at the factory on April 23rd, 1938. Chassis No. 1559 and the engine No. 1558. He raced it until II World War broke out. At the end of the war it comes into the hands of George Raph (Marques de Las Casas) who raced it for some time and then brought the car into Argentina and raced it since 1947 till 1948. Here in my country, he sold it to Mr. Llanos, who bought from Luigi Villoresi the No. 1583, two blower engine and put it into this car.

Mr. Llanos raced it here and then the car disappeared from all racing activity.

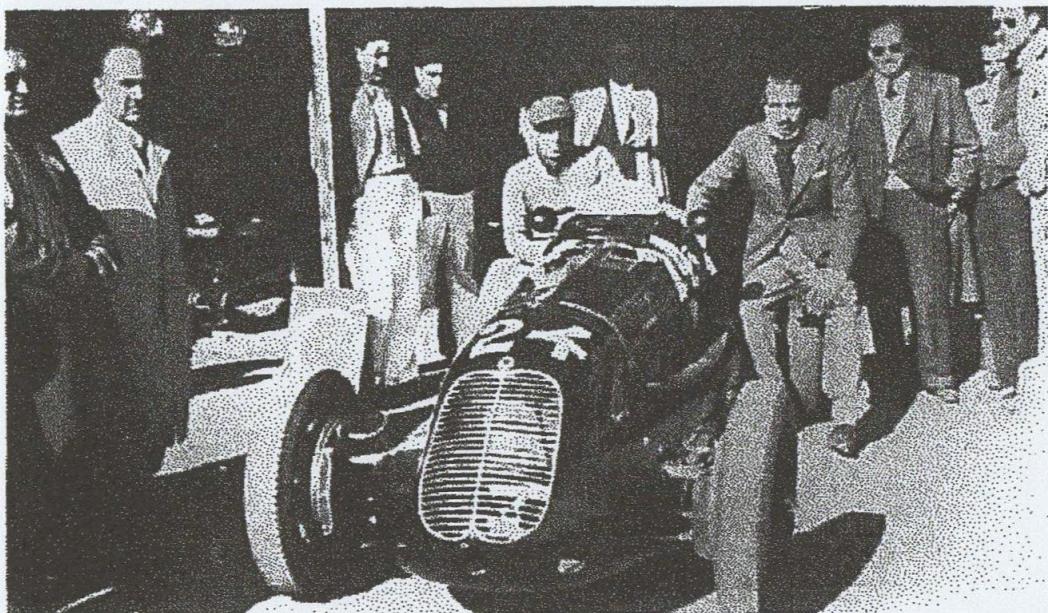
The end of Villoresi's chassis No. 1586 and Llanos engine No. 1558 is unknown, though I think time destroyed them here.

Unfortunately, I have been told that the chassis drawings have been destroyed during the war. Therefore any chassis or suspension drawings would be of great interest for me.

Besides, I think the A6GCM is the same as the No. 2033, so I will write to Maserati to see if I can get the necessary chassis drawings to be able to restore mine.

Sincerely Yours,  
CARLOS O. TAVELLI

Buenos Aires Argentina

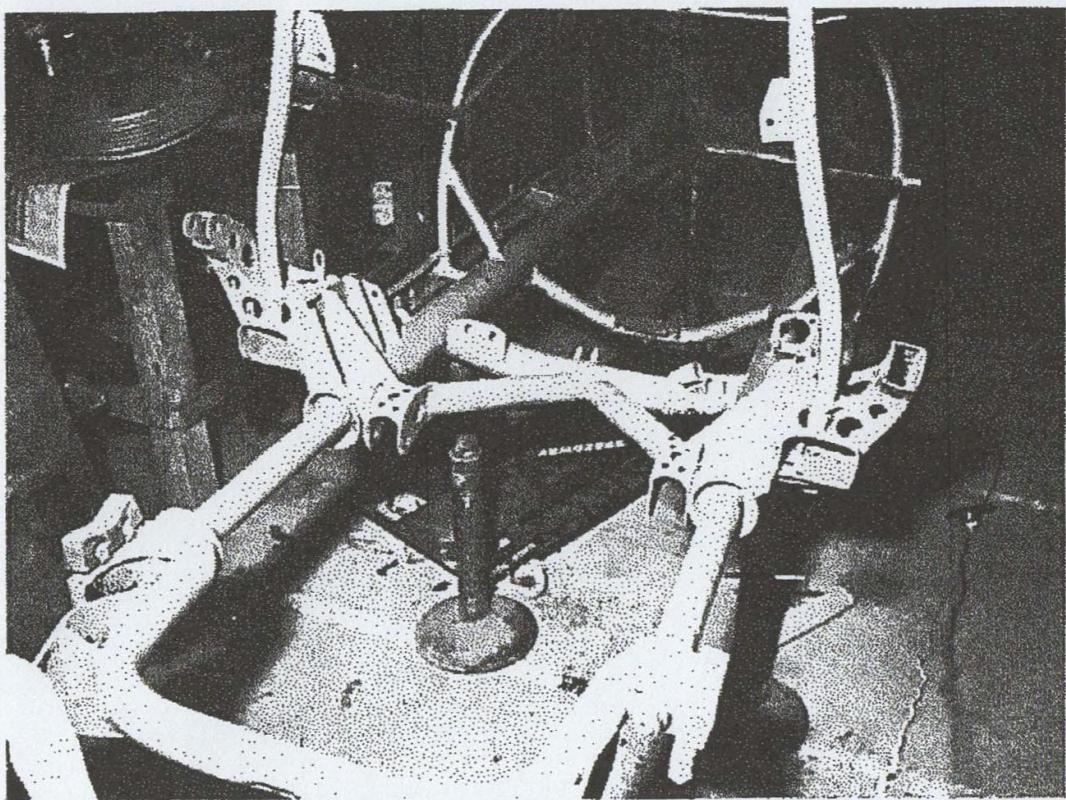


A. Tavelli's car 1948. Argentina

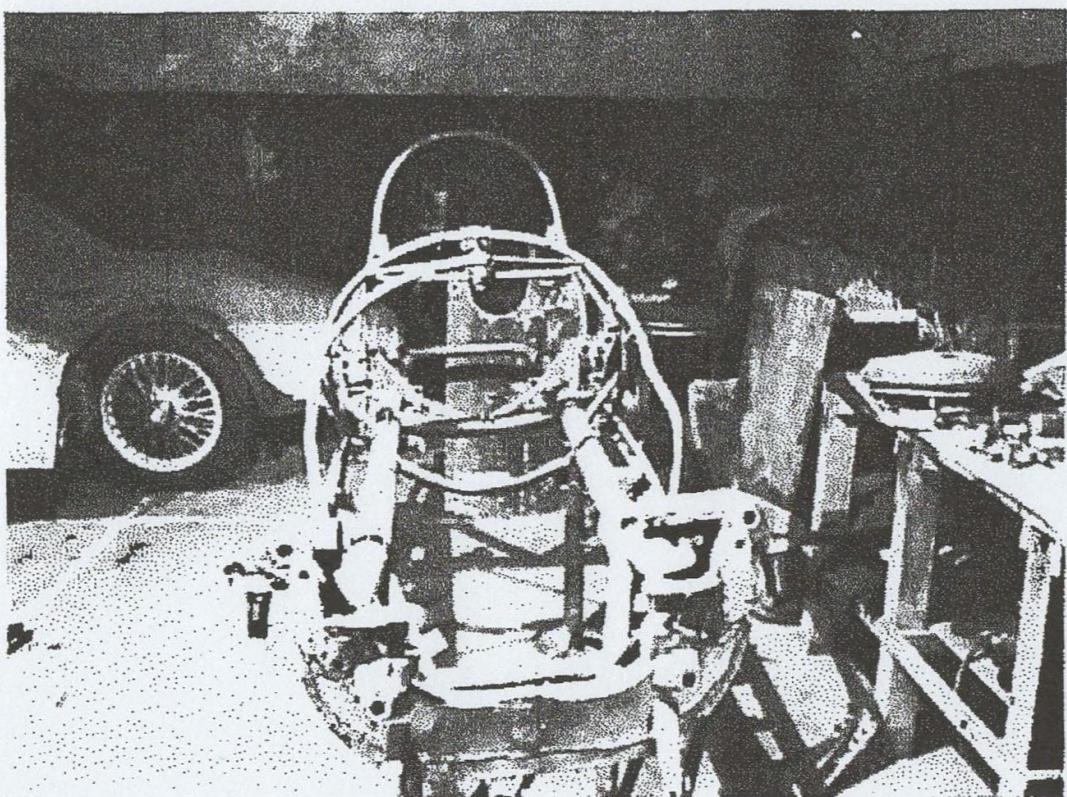
Guillermo  
Vago's  
Maserati 4  
CLT

# History Maserati 4 CLT #1600

Trident No. 16 1978

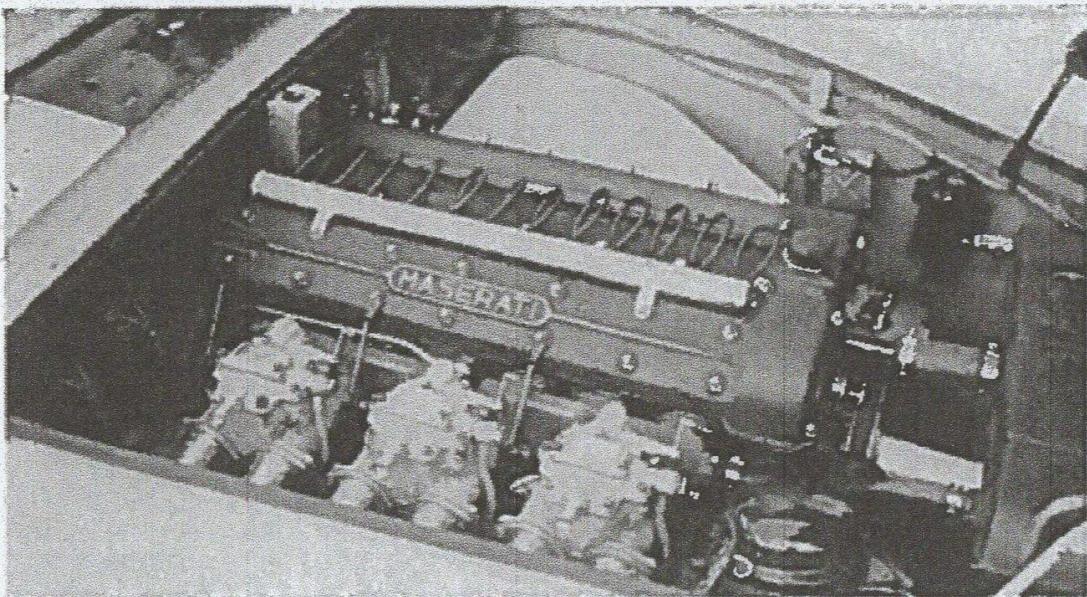


*A. Tavelli's chassis showing that much work has to be done*



# History Maserati 4 CLT #1600

## Trident No. 16 1978



*Rebuilt engine showing 40 DCO3 Webers*

*Photo: J. Duggleby*

at least found out that indeed there are cars and there are cars and this was one of those well worth getting to know.

I think it was probably then that I decided to complete the project with total cosmetic restoration, but that is another story as yet unfinished.

John Duggleby

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### SECRETARIAL RAMBLINGS—Cont.

One of the more important bits of Maserati news was the Primo Raduno Internazionale Maserati which was held on the 14th and 15th June. Unfortunately I could not attend this as the original suggested dates by the factory were altered after all sorts of various other holiday arrangements had been made. It appears as if this was an excellent meeting and a short report of this is enclosed in the Trident which was sent by Pete Coltrin. I have heard from various members who did attend and only wish that I could have made it.

Keep the information coming in.

For those of you who see some of the papers, Maserati U.K. Concessionaires are now at West Bromwich, West Midlands B770 0EJ, telephone 021 557 9951. Apparently the spares etc., are all there and by the time this reaches the members the servicing department and everything else should be completely set up. I have been told by the General Manager that their aim is to see more Maseratis than ever before registered in Great Britain.

Have heard from Guillermo Vago that he has acquired a 4CL which is motorless but as he has some spare parts he needs the crank case fairly urgently. Can any member help? He has for sale a 4CL/4CLT gear box.

Have received information from the publishers in Italy and can obtain the new book—"Maserati: Una Storia Nella Storia Dalle Origini Al 1945" by Luigi Orsino and Franco Zagari at a special price. I have to order these books fairly quickly and perhaps anybody who would like one could let me know straight away.

This old crankcase is still with the car

Sold original gearbox, therefore, from #1569

# History Maserati 4 CLT #1600

## Trident No. 16 1978

khana. Doing well in the parking test but losing out on the wheel revolution test, which required the competitor to estimate the number of revolutions the vehicle's road wheel would turn between two specified points.

The last competitive day of the Rally was on Thursday, 6th of March to Tauranga due north of Rotorua. Our timing on the section wasn't too good and we lost quite a number of points.

Overall we came about seventh in our class.

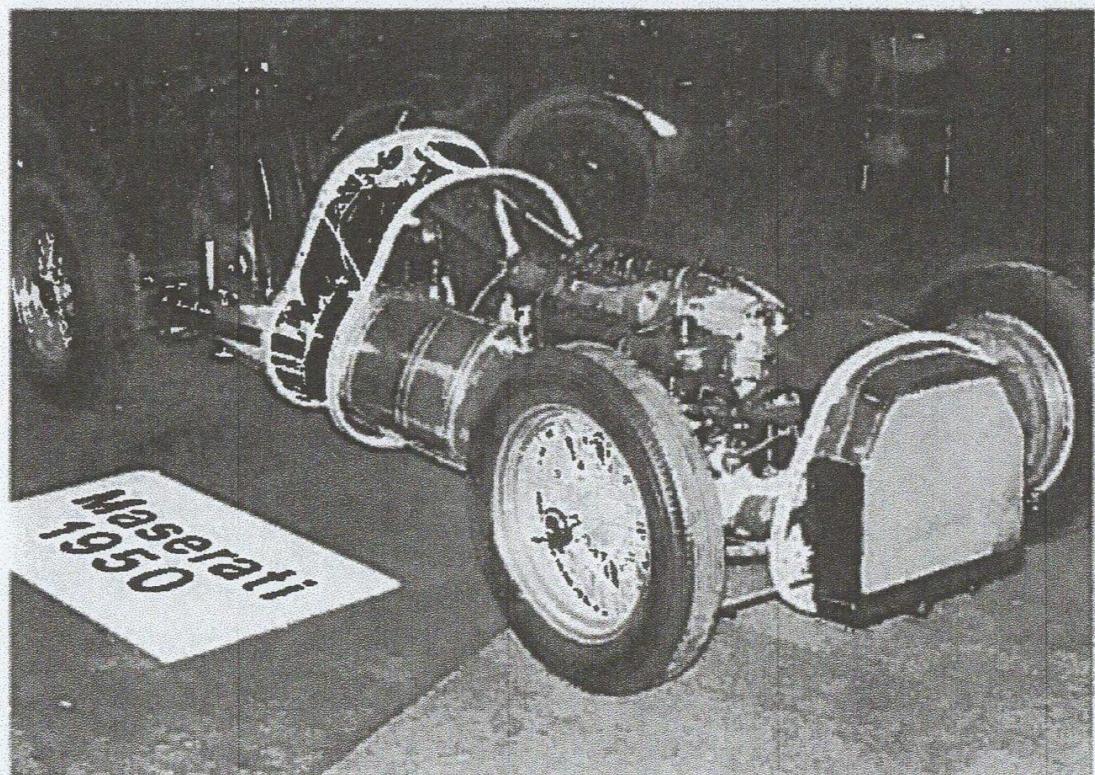
This Rally was a most scenically beautiful one, everyone being extremely friendly and Tikey and I made hosts of new friends.

Saturday the 8th March was the day for presentation of Trophies and Farewell dinner. At the luncheon I was able on behalf of the V.S.C.C. of G.B. to present a trophy to the Vintage Car Club of New Zealand for their outstanding efforts in producing such a superb International Rally and one for which F.I.V.A. should feel most justifiably proud.

Norman Skevington, Alan Storer, Clynt Inns, Norman Dewhurst and Lionel Priest, the five main rally directors deserve the highest accolade for all their efforts in running such a magnificent Rally.

New Zealand is a land of great beauty, friendly people and a country in which Vintage motoring can be enjoyed to the utmost.

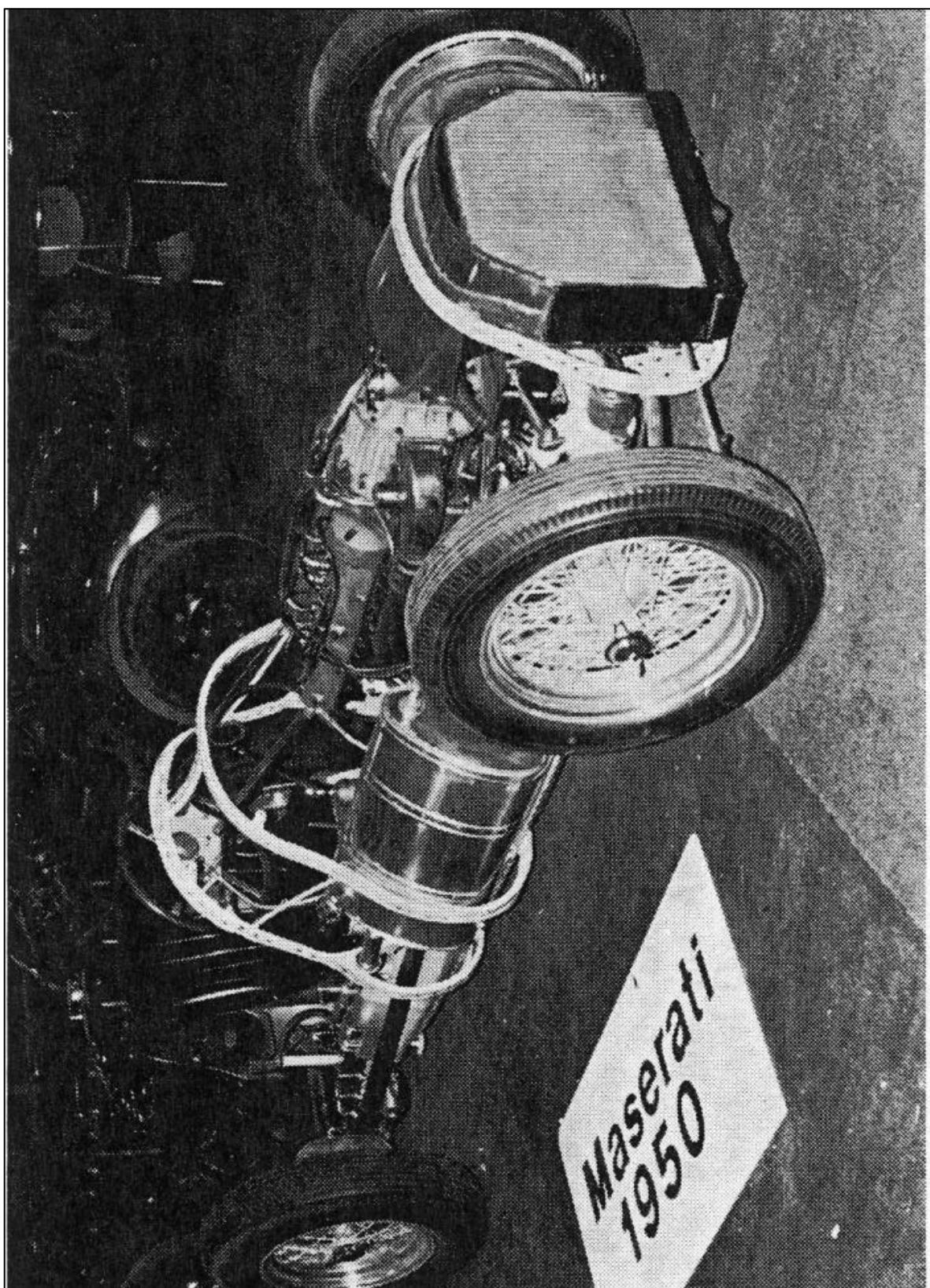
CAMERON MILLAR



G. Vago's 1948 (not 1950) chassis no. 1600 ex. Fangio

# History Maserati 4 CLT #1600

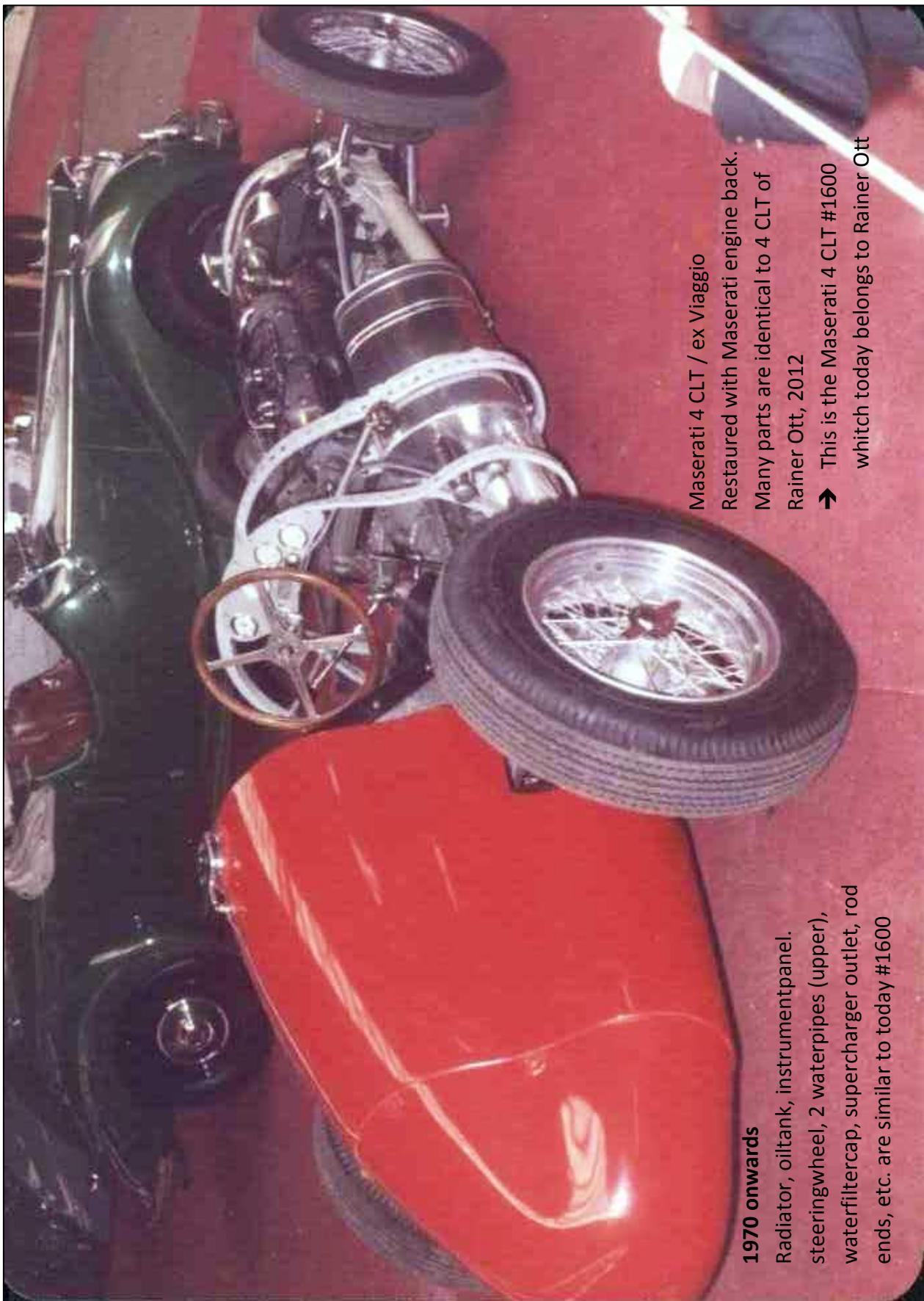
1970 onwards



G. Vago's 1948 (not 1950) chassis no. 1600 ex. Fangio

# History Maserati 4 CLT #1600

1970 onwards



Maserati 4 CLT / ex Viaggio

Restaured with Maserati engine back.  
Many parts are identical to 4 CLT of  
Rainer Ott, 2012

→ This is the Maserati 4 CLT #1600  
whitch today belongs to Rainer Ott

**1970 onwards**

Radiator, oiltank, instrumentpanel.  
steeringwheel, 2 waterpipes (upper),  
waterfiltercap, supercharger outlet, rod  
ends, etc. are similar to today #1600

# History Maserati 4 CLT #1600

## 1980's

Restaurationshop for Maserati 4 CLT #1600 in the 80's

David Birchall

I realise this is a dreadful photo. I took it in Steve Griswold's shop in Berkely California in the early eighties-Griswold is visible on the left. The car in front is a 4CLT48. The car behind is the v12 engined 250F if I remember correctly. I recall being at Sears Point with Nino Epifani and crew when they track tested what must have been this 4CLT-after it was fully restored-it was driven-and possibly owned-by Don Orosco. The odd thing is, I seem to remember another 4CLT being built/rebuilt alongside this one but I cannot find a photo at the moment.



# History Maserati 4 CLT #1600

1996

**STEPHEN W. GRISWOLD**

UNIT 5 WHARF WORKS  
LONG BUCKBY WHARF  
NORTHAMPTONSHIRE  
ENGLAND.

TELEPHONE: ENGLAND.01527 842608

FAX: ENGLAND.01527 844173

June 1996

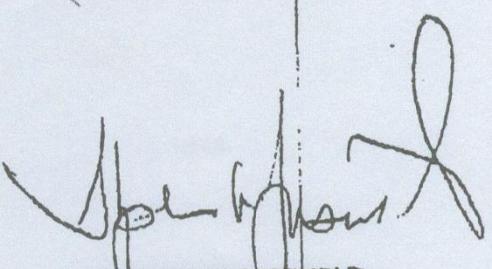
To: Toby Ross, (CRA)   
From: Stephen Griswold

## MASERATI 4CLT - CHASSIS 1600

Ben Moser bought this car from Argentina about 15 years ago and sold it to Hyashi. I restored the car for Hyashi.

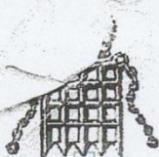
The car was missing its body, fuel tank and some other minor items. The major mechanical components came with the car.

The chassis was in bad condition and we had to replace about half of it.

  
**STEPHEN W GRISWOLD**

# History Maserati 4 CLT #1600

1996

 <b>Motor Vehicles Brought Permanently into the United Kingdom</b>		C&E 386																											
		390704																											
		Reference number																											
<b>PART 1</b> To the person bringing the vehicle into the UK You must present this form to the Vehicle Registration Office without delay. The Department of Transport advise that if you use or park the vehicle on a public road it is liable to vehicle excise duty from: (a) the date the vehicle arrived in the UK, or (b) the date you decide to retain the vehicle in the UK if it originally came in under temporary relief arrangements.																													
<b>PART 2</b> <table border="1"> <tr> <td>Make and model <b>MASERATI 4CLT</b></td> <td>Chassis or body number <b>1600</b></td> <td>Engine number (if known) <b>1597</b></td> </tr> <tr> <td>Year of manufacture <b>1948</b></td> <td>Foreign registration No.</td> <td>Previous UK registration number (if any)</td> </tr> <tr> <td colspan="3">Importer's/Acquirer's full name and address in the UK   <b>TONY MERRICK, SCARLETS FARM, SCARLETS LANE, WALTHAM ST LAWRENCE, BERKS</b> </td> </tr> <tr> <td>Vehicle condition:</td> <td>One    Two    Three</td> <td>(Delete codes which do not apply)</td> </tr> <tr> <td colspan="2">Cleared on payment of £ <b>3350.26</b>            (Total of Customs charges)            Duty slip receipt number or _____            VAT and/or CT registration numbers where charges are postponed            Import entry number <b>120-029019M</b>            (non EC countries only) <b>7-A-96</b></td> <td>For VRO use    VRM allocated</td> </tr> <tr> <td colspan="3"> <b>PART 3</b> To the Vehicle Registration Office            Date of importation or acquisition or date of decision to retain vehicle in UK if it was originally admitted under temporary relief arrangement.         </td> </tr> <tr> <td colspan="2">           The above detailed vehicle is not subject to any Customs and Excise restrictions.   <i>B. Waters</i>            Officer         </td> <td>           HM Customs and Excise address &amp; date stamp  <div style="border: 1px solid black; padding: 5px;"> <b>IMPORT CONTROL H.M. CUSTOMS &amp; EXCISE HEATHROW CARGO</b>  <div style="display: flex; justify-content: space-between;"> <span>3</span> <span>30 APR 1996</span> </div> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> <b>WAYFARER HOUSE GREAT SOUTH WEST RD. FELTHAM, MIDDLESEX, TW14 3NP</b> </div> </div> </td> </tr> <tr> <td colspan="2">           C&amp;E 386    CD 2548/1/N2(10/92)         </td> <td>           F0102 (Jan 1993)    003227725745            PDD3A HQ Manchester         </td> </tr> <tr> <td colspan="3">           29/06/2007    09:54    003227725745    AUTOMOBILES VANDEURVE            PAGE 0/1         </td> </tr> </table>			Make and model <b>MASERATI 4CLT</b>	Chassis or body number <b>1600</b>	Engine number (if known) <b>1597</b>	Year of manufacture <b>1948</b>	Foreign registration No.	Previous UK registration number (if any)	Importer's/Acquirer's full name and address in the UK  <b>TONY MERRICK, SCARLETS FARM, SCARLETS LANE, WALTHAM ST LAWRENCE, BERKS</b>			Vehicle condition:	One    Two    Three	(Delete codes which do not apply)	Cleared on payment of £ <b>3350.26</b> (Total of Customs charges) Duty slip receipt number or _____ VAT and/or CT registration numbers where charges are postponed Import entry number <b>120-029019M</b> (non EC countries only) <b>7-A-96</b>		For VRO use    VRM allocated	<b>PART 3</b> To the Vehicle Registration Office Date of importation or acquisition or date of decision to retain vehicle in UK if it was originally admitted under temporary relief arrangement.			The above detailed vehicle is not subject to any Customs and Excise restrictions.  <i>B. Waters</i> Officer		HM Customs and Excise address & date stamp <div style="border: 1px solid black; padding: 5px;"> <b>IMPORT CONTROL H.M. CUSTOMS &amp; EXCISE HEATHROW CARGO</b>  <div style="display: flex; justify-content: space-between;"> <span>3</span> <span>30 APR 1996</span> </div> <div style="border: 1px solid black; padding: 2px; margin-top: 5px;"> <b>WAYFARER HOUSE GREAT SOUTH WEST RD. FELTHAM, MIDDLESEX, TW14 3NP</b> </div> </div>	C&E 386    CD 2548/1/N2(10/92)		F0102 (Jan 1993)    003227725745 PDD3A HQ Manchester	29/06/2007    09:54    003227725745    AUTOMOBILES VANDEURVE PAGE 0/1		
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# History Maserati 4 CLT #1600

1997

Grand Prix de Monaco 11.05.1997, Jean-Louis Duret, Maserati 4 CLT #1600

