



Dennis Tselentis  
56 Harvard St  
Garden City NY 11530

April 19, 2017

Dear Dennis:

The original VIN number for all 4.7 liter engine Ghiblis from the Maserati Factory in Modena, Italy are configured like this: AM115.\*\*\*. The AM115 designates the model of the Maserati, or as Maserati states it the "tipo" or type. All Ghiblis are typo AM115. The digits after the dot are the production number of the car. This will be a 3 or 4-digit number for all 4.7 liter engine Ghiblis. The problem arises when the cars were shipped back to Italy to have work done. When they were returned to the USA the VIN number was sometimes altered. It is believed this happened most often by customs officials when the cars were brought back into the country. They were not familiar with the cars and the VIN numbers were not as specific as the VIN numbers on American made cars. This was before the time of standardized 17-digit VIN numbers being required for all cars entering the country.

This VIN number can be found on the chassis plaque mounted inside the engine compartment on the wheelwell of the car. There is a data plaque that has autotelaio, translates chassis, and should have tipo AM115 on one line and No. \*\*\* on the next line with that particular car's production number.

Best regards,

Kerry McMullen  
President / Publisher

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Maserati Ghibli 115.744

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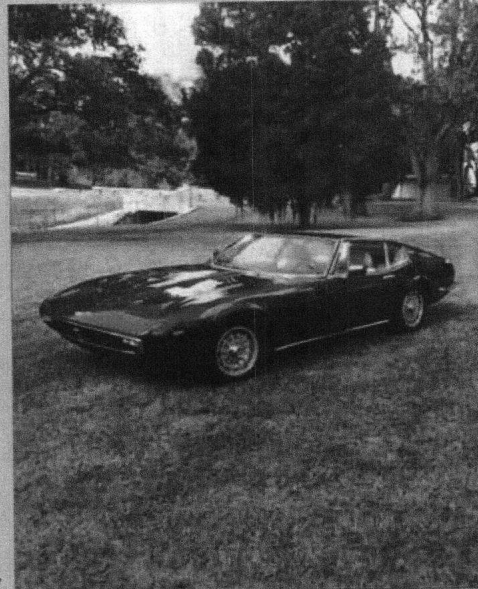
**GHIBLI**

**1969 Ghibli Coupe**

*This Maserati Ghibli 4.7 liter, 5 speed, Coupe carries matching number engine and chassis 115.744. It has been painstakingly restored and preserved with the same owner for the last 26 years. The car is finished in stunning midnight blue with a sand colored leather interior. A complete restoration was undertaken 1989-1990. Expense was not an issue. The car was sent to Bologna to be brought back to its glory by the well known Carrozzeria Autosport srl. Complete records are available on request. Some of you may remember seeing this car shown at Concorso in 1995 and it appeared in Viale Giro Menotti club publication, issue #57.*

*This stunning Ghibli Coupe has matching number engine and is still running strong with its original beautiful song. All of the mechanicals were completely gone through and restored at the same time as the body and paint work in 1989-90. Zero rust has been found since the restoration. Since restoration, the car has done 4901 miles and has been stored in an environmentally controlled garage and is now waiting for the next caretaker to enjoy. This car is definitely in the category of "excellent" condition. It is very close which makes it the perfect car to drive and enjoy. You will certainly be the star of you local gathering. Expect admiring comments to be common. You owe it to yourself to see this Ghibli.*

For additional sales information, contact:  
Email: Kerry McMullen  
Tel. 253-833-2598



**PHOTO GALLERY**

List of features include

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- 5 speed ZF S325 Gearbox
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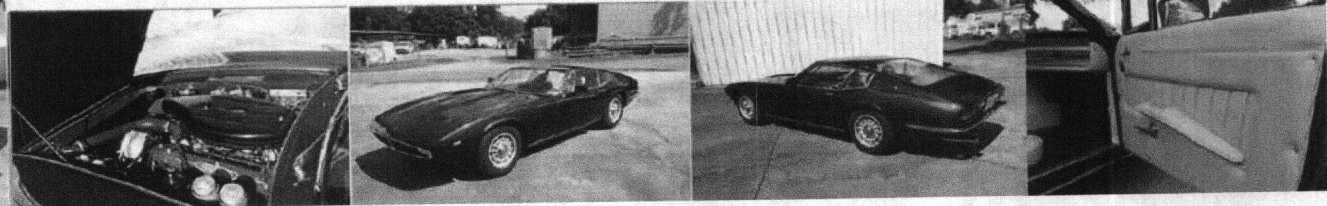
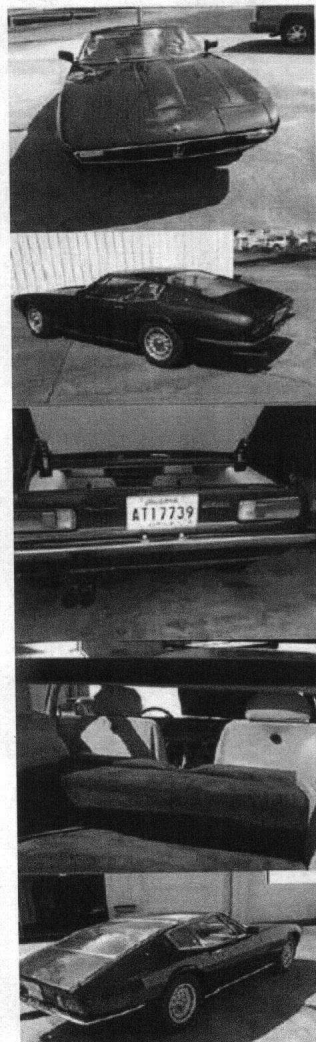
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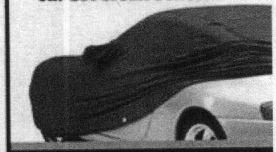
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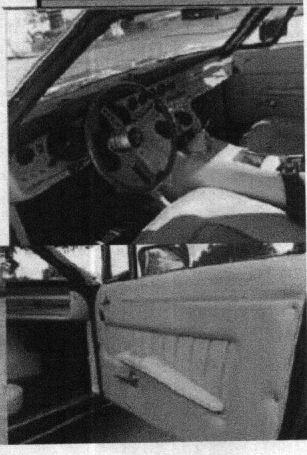
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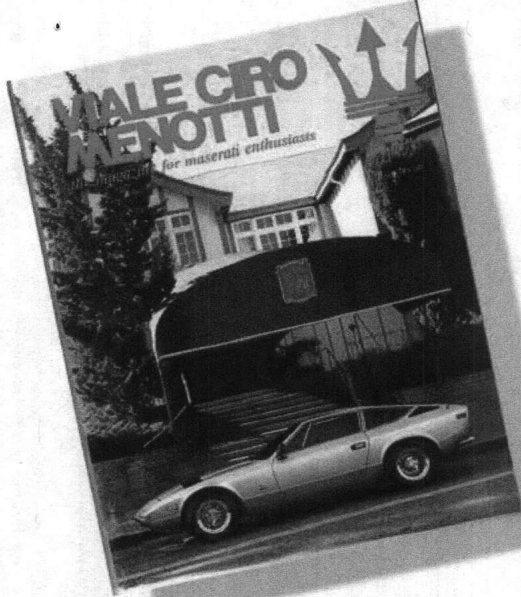


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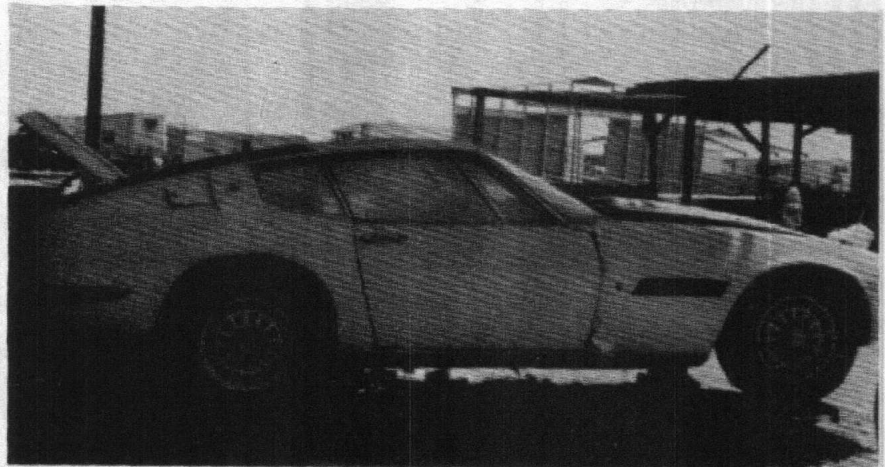




## ITALIAN RESTORATION

Sometime ago, I wrote MIE about rebuilding a Ghibli (115.744), which I was able to obtain here in Saudi Arabia. The response was quick, and I later had a friend, Don Sumner, visit MIE to get more information. As a result, I was convinced MIE would do an excellent job and I had made tentative plans to send the car to Seattle. However, I had also visited some shops in Italy and I couldn't escape the nostalgia of knowing my car was rebuilt there.

After visiting Bologna and Modena (just being there somehow got to me). I picked a shop in Bologna called Autosport, whose manager is Cleto



The before shot of Ghibli No. 744. Soon it will be returned to its original splendor under the guidance of Italian craftsmen. Carraway photo.

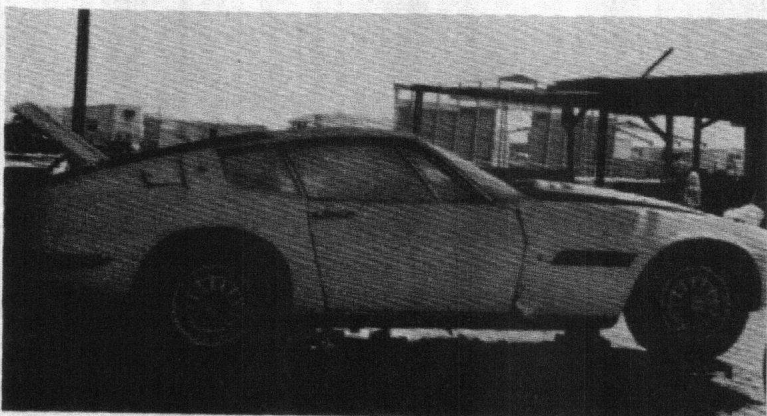
Grandi. He knows Francis and speaks very fondly of him. He assures me there is no problem with parts availability and I am very excited about seeing my car in the finished condition and test driving it in Italy.

My car is a European version, manufactured in January of 1969. Therefore, I will have to comply with DOT standards that were in effect at that time. Most of the standards are inherent in the car as originally produced, but there are a few things I will need to do in order to get DOT approval.

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There are three standards about which I need information:

1. Standard 203 -- 15 mph impact, force of steering wheel on driver chest not to exceed 2500 lbs.

2. Standard 204 -- 30 mph, steering column shall not displace rearward by more than 5 inches.

3. Standard 301 -- 30 mph impact, fuel system must not allow loss of fuel at a rate greater than 1 ounce per minute.

I'm sure the car is designed to meet the above standards, but my concern is how to prove this to the DOT. I thought maybe MIE could help me or maybe some other members have imported a Ghibli or European version and have already solved these problems. I appreciate any information that is available.

I have enclosed a couple of photos showing the condition in which I received my car. I will send another when Autosport has finished restoration.

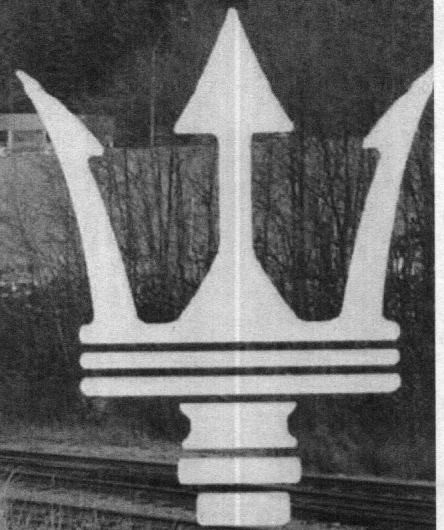
I enjoy the publications and information provided for MIE members. I look forward to each issue and it is nice to know there is someone who can help us keep these choice cars on the road. I hope to be able to visit MIE someday in the beautiful Northwest. Maybe I can make a tour in my new Ghibli.

J. FERRELL CARRAWAY  
Jeddah, Saudi Arabia

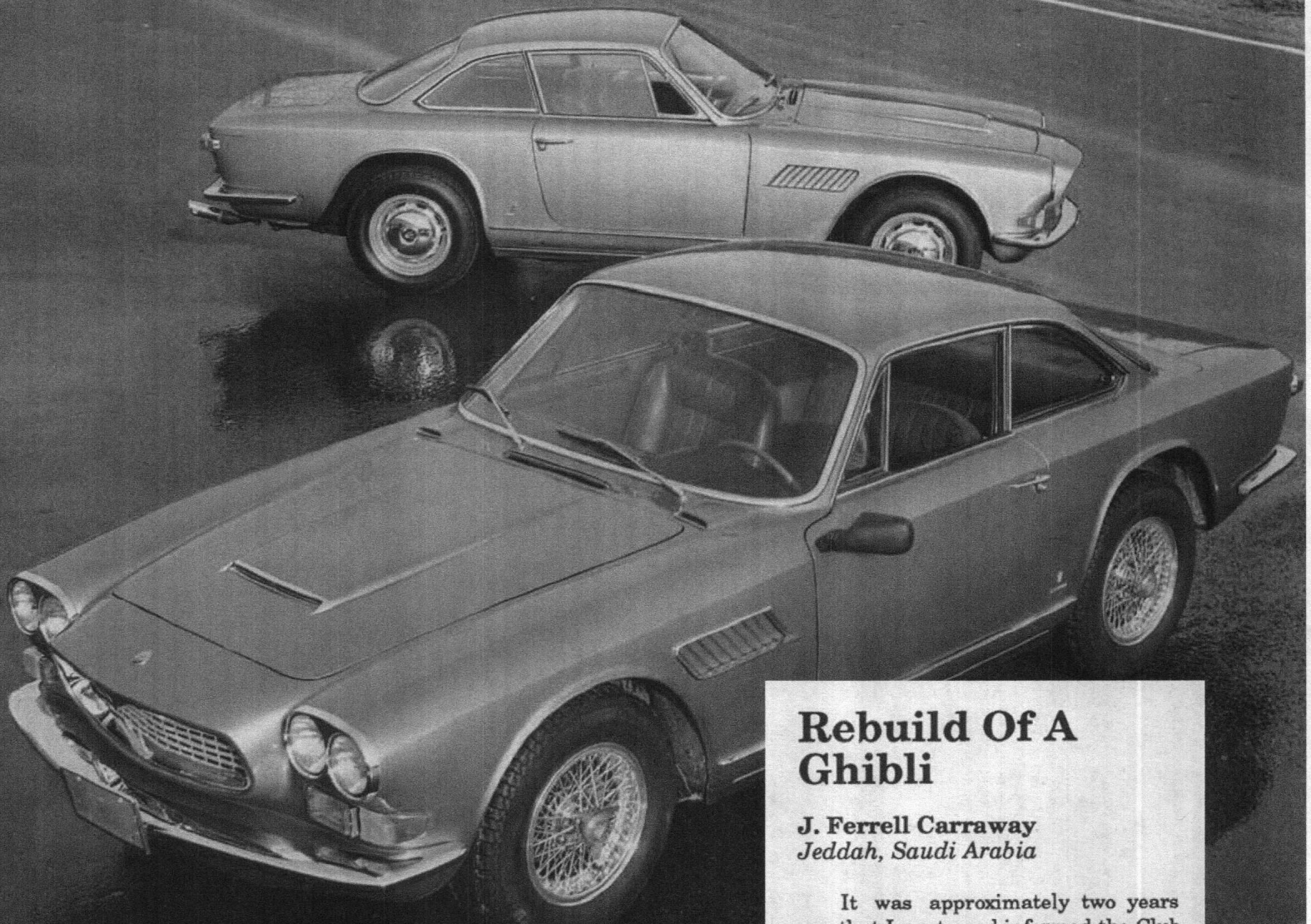
*I'm sorry we can't be of help with these DOT and EPA questions. MIE has shied away from doing certification or being involved in any way with the importation and legalization of European cars. Therefore, we cannot make statements of fact as to what is required. I suggest you contact one of the many firms doing this type of work advertised in the trade magazines; however, I would caution you to be very careful in choosing the firm that will ultimately do the work. FGM*

# VIALE CIRO MENOTTI

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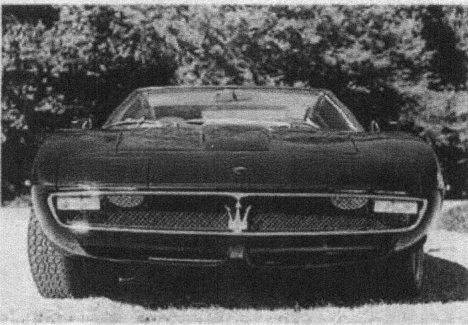
Issue No. 57



## **Rebuild Of A Ghibli**

**J. Ferrell Carraway**  
*Jeddah, Saudi Arabia*

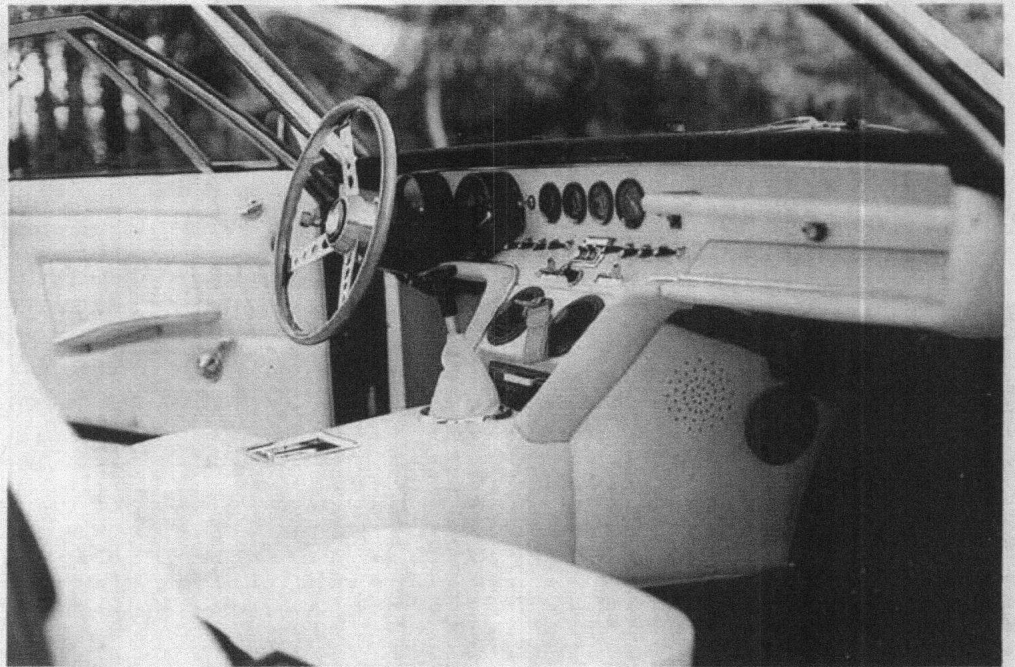
It was approximately two years ago that I wrote and informed the Club about my acquisition of Ghibli AM115.744 (See VCM Issue No. 50.)



**Ghibli #115.744**

*744 underwent complete restoration at Autosport in Bologna. "No one can believe it's a '69 model," says the owner, "It looks brand new."*

**J. Ferrell Carraway Photos.**



The ground up restoration project was completed by Autosport in Bologna, Italy and we took delivery in October.

We want to publicly thank all the nice people at Autosport, especially Cleto Grandi, for a beautiful car. If there is a better Maserati man than Cleto, I

want to meet him. Everyone who sees the car cannot believe it is a 1969 model. It looks brand new.

I may be the only person who owned a Maserati for over two years before actually driving one. I cannot describe the feelings of anticipation when

Autosport notified me that the car was ready for acceptance. Actually it happened rather suddenly.

We had made several trips to Bologna to see the progress of the car and had planned to ship it in December. I arrived at my office in Jeddah, Saudi

Arabia one Tuesday morning in October at approximately 7:00 a.m. to find an urgent telex message from Autosport, informing me that the Italian Customs required my car to be prepared for export no later than the following Friday. The preparation they required was to put the car in a container, seal and deliver it to the port. Up to this point, I had not seen the finished car, and I could not imagine having it shipped without seeing or driving it. Anyone who has worked in Saudi Arabia will appreciate my concern as I read that telex, because you don't normally get an exit visa and airline reservation out of Saudi Arabia very fast. Special assistance can be obtained if you have, and can prove, a death in the family. Outside of that, we usually allow at least one week to depart.

I sent a message back to Autosport informing them that we planned to arrive Thursday (nothing like positive thinking). My wife works at the local American school and she was speechless when I called and told her we were leaving that night. I didn't even know the airline schedule.

We made it! We got the exit visas in less than four hours and, thanks to a special friend at Air France, we were on the flight to Paris Tuesday night. We went from Paris to Zurich via airplane and then via train to Bologna, arriving late Wednesday evening. We were in Autosport's showroom Thursday morning at 9:00 a.m. admiring a beautiful blue 1969 Ghibli that was about to be driven by me for the first time. My heart rate must have been 200! I don't really know what I expected, but I can now say that the experience exceeded my expectation. I have never driven such a car and the experience was undescrivable. If later Maserati models, such as the Biturbo, are better, then put my name down to drive one.

Cleto took me out on the autobahn and, of course, he was behind the wheel at first so I could be shown what the car was all about. After about thirty minutes, he let me take over. My first inclination was to zoom past everything in sight. Cleto made sure I didn't do that by informing me that I should hold the rpm at 3,000 until the engine had a few more miles.

The next day we containerized the car, had customs put their seal on it and

shipped it to Livorno to await sailing to Houston. Next step - DOT and EPA clearance.

Since I had previously heard about DOT and EPA problems, I'd already obtained a good bit of knowledge on the subjects and I felt I was prepared. When my car left Saudi Arabia in 1987, I was expecting an exemption on the EPA. While it was undergoing restoration, the law was changed (July 1988) so that a one-time exemption would no longer be allowed. This was a big problem because I didn't want my car (European version) to have the modifications.

I wrote my congressman and complained because I felt that I should get the exemption since I had already purchased the car before the law changed. I received good news which didn't seem to be widely publicized by EPA.

The news I received was that an exemption would be allowed if I could

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### ...the experience exceeded my expectation.

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show proof of purchase before December 1987 and provided I would import the car before December 31, 1990. Apparently I was not the only one who complained. Under pressure, I received an EPA exemption.

DOT is another story. I knew I would have to comply with any DOT standards in effect at January 1969, which was the date my car was manufactured. I obtained the DOT standards booklet and studied it very carefully before sending the car to Italy. The major changes I needed were seat belts and a headrest, no problem for Cleto.

By the time the ship sailed from Livorno port, my agent in Houston had all the papers for the EPA exemption, but I was still worried about DOT. I knew the car was in compliance, but I wanted to take it directly from the port without posting bond and sending it to the import certificated holder for verification. I was anxious to get the car and take it to Baton Rouge, Louisiana where it would take up permanent residence.

My agent informed me that I need-

ed a document from Maserati stating the car was in compliance with all DOT standards of January 1969. By this time we were back in Saudi Arabia with plans to fly out again when the Ghibli landed in Houston. We left early and went back to Modena where we received great assistance from our good friend Oscar Gnoli. Oscar took me to the Factory and, after they confirmed that Autosport had put the seat belts and headrest in, they gave me the letter. Later that day, I faxed a copy to the agent and we took off for Houston.

We landed in Atlanta two days later and, as soon as we had cleared our bags through customs, I called the agent who gave me the good news that customs had cleared the car as a conforming vehicle. Oh Happy Day!!

Once in Houston things went very smooth. The only problem was my insistence of being present when they opened the container. I really didn't want anyone to touch the car except myself as I had heard horror stories about container stripping. My agent told me it might not be possible because of the problem of getting into the port.

They did manage to get me in the port, and again my pulse rate must have been going at 200 as the bolt cutters were brought out to cut the slug off the door. I was not going to relax until I saw the same car we put in the container at Bologna.

The insurance company had written coverage for the trip from Bologna, but they warned me about several things which could happen and result in no claim. First, the truck which hauled the container from Bologna to Livorno had to go direct without stopping because they were afraid of leaving the container unattended on public roads. The other thing was proper tie-down and shoring inside the container must be used. They told me about other cars coming loose and bouncing around in the container due to rough handling or rough seas.

The slug was cut and the doors flung open. The loud noise of my heart beating gave way to the whistles and sighs from the three or four attendants as their eyes fell on the blue Ghibli. There it sat just as I had left it in Bologna. As the doors opened, the odor of leather was very much in evidence as it had permeated the inside atmosphere of



# Matching Numbers

the container during the prior thirty days.

The Department of Agriculture representative was present to examine the undercarriage and grill for foreign dirt, bugs or whatever might contain contamination. When he saw the car he immediately said "no problem" and stamped my papers without ordering a wash job.

I opened the trunk lid and reconnected the battery. A longshoreman released the tiedowns and removed the blocks at the front and rear wheels. I opened the door, climbed in the driver's seat and turned the key. The roar of the engine let all onlookers know they were seeing a very unusual car. I was given a gate pass and I drove it out to meet my wife who had been anxiously waiting for the ride to Baton Rouge.

The car performed beautifully during the drive, and I was really not anxious to stop when we arrived in Baton Rouge. However, since we had to make the drive without insurance, my good sense prevailed!

Yes, that's correct, no insurance. I couldn't find anyone to cover the car except American Collectors out of New Jersey, and they insisted on having pictures and the application after we had imported the car. I sent the pictures we took in Bologna, but they would not accept them as current condition.

The car sat in my garage for about two weeks without being driven until the insurance was in place. That was a long two weeks! In fact, on December 12, I could wait no longer. I backed it out and drove around a few blocks very gingerly which is hard to do in a Ghibli. As it turns out, the car was insured as of December 12. Now I must abide by the limit of 2,500 miles per year and that will be hard to do.

In closing, I would like to say how much we enjoy owning the car and being a member of MCI. The magazine, newsletters and other services are very much appreciated. ❧

*Maserati*



Matching Numbers / Chassis



Matching Numbers / Engine Block



Maserati Official Label

# Matching Numbers Close-ups



Matching Numbers / Chassis



Matching Numbers / Engine Block



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AUTOTELAIO

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N°

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