

# Legends



1977 Maserati Khamsin RHD Sold

Sold

1977 Maserati Khamsin An exceptional UK delivered example of the fabulous Gandini designed Khamsin. One of 71 RHD cars produced out of a total production run of 430.

February 2023: returned from Bill McGrath where a comprehensive service / maintenance program was carried out ensuring the Khamsin is ready for the next owner. Invoice on file.

A two owner car in single ownership from March 1978 with a total of 59,500 miles covered. All matching build numbers, Maserati Classiche documents. Beautifully restored, including engine rebuild by Omnicron Engineering. All documented and photographed. Throughout the car's longterm ownership the Khamsin has been serviced and cared for by Bill McGrath.

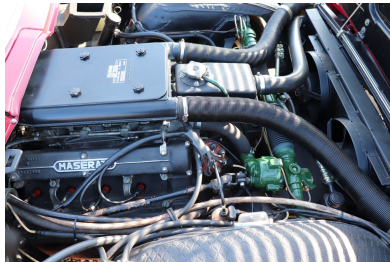
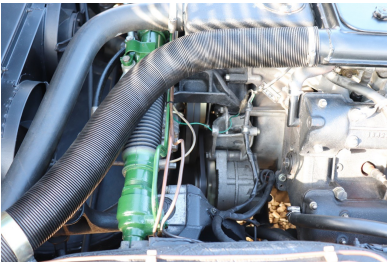
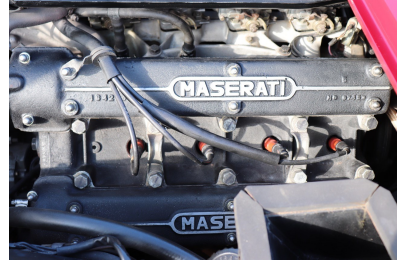
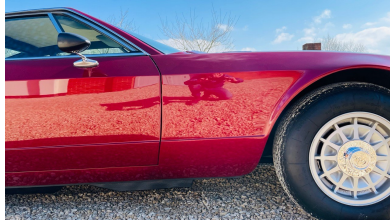
Specification: (Maserati Classiche present) Chassis Number: AM120 351 Engine Number: AM120 351 Internal 1137 Gearbox: Manual ZF External Colour: Rosso Rubino Interior: Fungo (Light Brown) Connolly hide. Right Hand Drive version. Milage: 59500

The car was a proud and successful participant of the Tour De Bourgogne celebrating the 40th anniversary of the Khamsin.

The Khamsin: Introduced as the successor to the Indy, the Khamsin was built on a tubular chassis with the same 2550 mm wheelbase as the Ghibli with its engine mounted behind the front axle it gave the car excellent road handling. During its production life, the Khamsin underwent very few changes until 1976/77 when the front of the bonnet received additional louvres, this time symmetric, a re-designed dashboard and a new steering wheel with a large padded centre. The reliable four overhead camshaft, two valves per cylinder 5-litre (4930 cc) V8 engine was chosen as the powerplant and produced 320 bhp @ 5500 rpm with an impressive maximum torque figure of 354 lb ft @ 4000 rpm. A five-speed manual ZF gearbox or 3-speed Borg-Warner automatic trasmission was available. Suspension was independent double wishbone suspension on all four wheels with twin dampers and coil springs on each rear wheel a là Bora. In line with Maserati's tradition of passenger comfort, the rear differential was mounted on a sub-frame bolted to the chassis with rubber dampers thereby insulating the occupants from transmission noise and vibration. Gandini's design had many interesting features including a distinct asymmetric louvred grille on the bonnet, a rear almost horizontal tailgate, a rear glass panel to allow for better rear visibility and the spare wheel stowed at the front of the car under the radiator.

The seductive Khamsin is a classic Gandini design and the last modernist Maserati and an achingly fine thing to behold. Please contact to view.

£118,000.



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