
1979 Maserati Khamsin

Lot sold	USD 151 799 - 206 998 GBP 110 000 - 150 000 (listed)	Drive	LHD
Year of manufacture	1979	Condition	Used
Chassis number	AM120 415	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	340		

Description

1979 Maserati Khamsin Coupé
Coachwork by Carrozzeria Bertone
Registration no. KWU 2V
Chassis no. AM120 415

Maserati's final major introduction while under Citroën control, the Khamsin (named after a hot Saharan wind) debuted at the 1972 Turin Show and entered production in 1974. Styled and built at Carrozzeria Bertone, the unitary construction 2+2 body was all-steel. The front-engined Khamsin featured all-independent suspension similar to that of the rear-engined Bora and Merak, while Citroën's hydraulic technology was employed to power the brakes and steering, and also to raise the concealed headlamps. The power unit was a 4.9-litre, 320bhp version of Maserati's familiar quad-cam V8. A five-speed ZF manual gearbox or automatic transmission were options, and when equipped with the former the Khamsin was good for around 150mph (240km/h).

At the time of its introduction the Khamsin was Maserati's biggest-engined and most expensive offering and thus could justifiably claim to be its top-of-the-range model. By virtue of its front-engined layout, the Khamsin offered greater practicality than the mid-engined Bora, providing a roomier and more comfortable interior and superior luggage-carrying capacity.

One of only 23 right-hand drive Khamsins supplied to the UK, this beautiful example was first

registered (as 'KWU 2V') on 1st November 1979 and comes with a comprehensive history file. Dating back to the original purchase, the latter contains the purchase invoice; all old V5 registration documents; every expired MoT certificate; and what must amount to every associated bill. The car also comes with its original driver's handbook; original Maserati service book; original Pioneer radio manual; spare parts book; duplicate set of keys; original and complete tool kit, jack and spinner tool (in the original bag); and the zip-up protective bag for the spare wheel.

Supplied new by Maserati agent Killinghall Garage, the Khamsin remained with the original owner for 14 years, first changing hands in November 1993. When the current (third) owner, a prominent UK-based collector, acquired the Khamsin in February 2016 it had covered only some 46,000 miles from new. Since then the car has been treated to an extensive 'engine out' mechanical restoration by renowned marque specialists McGrath Maserati. Works undertaken include restoring the engine bay; an engine top-end rebuild; and overhauling the drive train and all running gear, including the Citroën-type hydraulic system (full details available). The original paintwork was deemed good enough and was retained.

Bonhams 1793

Title Mr

First name Jamie

Last name Knight

101 New Bond Street

London

W1S 1SR

United Kingdom

Phone +44-2074685801

Fax +44-2074477401

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