

SPARK Maserati Ghibli LLP, 67 St. Marks Road, London W11 1 RE
Private Offer - by Invitation only
TERM SHEET (Non Binding)

Project: Acquisition Maserati Ghibli 4.9 SS (1970s) | CH Registration |

1. STRUCTURE
Owner: SPARK Maserati Ghibli LLP, 67 St Marks Rd, London W11 1RE (UK LLP)
Registration: Zurich, Switzerland (ZH Plate) - Veteran Code 180
Manager: Hendric Groth
Status: Private co-ownership.
No public offer - max 10 Members - private invitation only

2. VEHICLE
Maserati Ghibli 1970s 4.9 SS V8
Target Price: EUR 200k – EUR 230k
Condition Mint or close. Patina can be accepted. Technical flaws or weakneses can not ! Pre Purchase Inspection through independent Maserati Specialists.
CH Import: Export EU-Kauf, Export + Import CH 8.1% VAT + duty (CHF 12/100 kg = ca. CHF 1.800) Veteran registration after swiss MFK (MOT/TÜV)

3. CAPITAL
10 Partners: EUR 22.000 per Partner + EUR 3.000 Reserve = EUR 25.000
Total Raise EUR 220.000 + EUR 30.000 Reserve = EUR 250.000
Reserve for CH Import, MFK Veteran Registration. Initial Service, new tyres, liquids, paint protection film, detailing.

4. TERM & USAGE
Term: 5 years from purchase (2027-2032)
Total Cap, max: 50,000 km / 5 years (10,000 km p.a.)
Per Partner: 5,000 km over 5 years
Booking: Shared calendar, max 800 km/weekend, logbook mandatory
Excess km: EUR 7.50/km to maintenance pot
Fuel: Driver pays.

5. ANNUAL COSTS (Cost sharing)
CH Comprehensive Cover (Vollkasko) agreed CHF 230 k, 10k km: CHF 3,500 p.a.
Storage Motorworld Zürich, CH climate 24/7: CHF 9,000 p.a.
Maintenance Maserati Specialist CHF 8,000 p.a.
MFK (Swiss TÜV/MOT), Steuer Veteran, Admin, Transport: CHF 3,000 p.a.
Sub-Total: ~CHF 23,500 p.a.
Management Fee: CHF 8,000 p.a. to SPARK HISTORIC CLUB Ltd., London for management services.

TOTAL: ~CHF 31,500 p.a.
Per Partner CHF 3,150 p.a.
Fee payable annually in advance from delivery. No fee on capital raise.

6. INSURANCE & LIABILITY
LLP policy, all Members named drivers (30+, clean license)
Deductible CHF 5,000 per incident - causer pays. Private use only.

7. EXIT, HURDLE & CARRY
Sale after 5 years. Early exit after 24 months, 6 months notice, ROFR to Members.

Distribution Waterfall:
1. Return of Capital: 100% Capital back pro-rata
2. Return of Unspent Reserves pro-rata
3. Hurdle: 6% p.a. simple IRR on Capital to Members
(EUR 210k x 5y = EUR 273k hurdle)
4. Profit Split above hurdle:
80% to Members pro-rata
20% Carry to Manager personally: Hendric Groth

Example: Purchase EUR 210k. Sale after 5 years for EUR 310k net. Capital 210k + Hurdle 63k = 273k. Rest 37k Profit > Members extra EUR 29,600, Manager's Carry EUR 7,400. Members total return EUR 302,600.

If sale below Capital + Hurdle = no Carry. Carry only on final sale of vehicle.

8. GOVERNANCE
UK LLP Agreement, annual meeting, UK LLP HSBC GBP + CHF account.
Manager handles storage, insurance, maintenance, booking. Management Fee is entitlement of Spark Historic Club Ltd. Carry is personal entitlement of manager Hendric Groth.
Voting: 1 Vote per EUR 5k capital.

9. NEXT STEPS
Sign Term Sheet (non-binding) (GBP 2,000 refundable deposit) -> Incorporate LLP
Purchase Agreement Maserati Ghibli 4.9 SS -> Capital call

Contact: Hendric Groth | hendric@sparkhistoric.club

Confidential - Not a public offer. CH Veteran registration subject to MFK.

Agreed (non-binding):

_____
Partner Name / Date

_____
Hendric Groth, Manager SPARK Maserati Ghibli LLP / Date

IN GENERAL

There will be no time ever again like the car design sweet spot between 1950 and 1975. By then the cars were fast enough and comfortable enpough to go anywhere. Technical restrictions by governments were limited and had almost no influence on design and engineering. There would never be any greater freedom. This was the most creative and artistic period of car design. And while younger generations seem to be more interested in younger cars, we might see a dip in 70s car values.
My prediction is they'll come back strongly.

The top ten list of most expensive art is almost evenly divided between contemporary and modern and old masters.
Sony Music paid $ 400 million for the Pink Floyd catalogue and $ 1.27 billion for Queen. This period will be relevant forever.

WHY THE GHIBLI IS AN ICON - AND HIGHLY COLLECTIBLE

The Maserati Ghibli (1967-1973) is not just a beautiful old Maserati. It is the last of a breed: A hand-built, front-engine V8 GT from the final era before regulations tamed the automobile. Rarity, design, racing-derived engineering and its position at the end of the unrestricted era make it highly collectible.

RARITY - 1,295 cars. Total. Forever

Maserati built just 1,295 Ghiblis in 6 years - 1,170 Coupés and 125 Spyders.

For comparison: Ferrari built ~1,400 Daytona Coupés alone. Lamborghini built ~760 Miuras. Porsche built more 911s in a single month than Maserati built Ghiblis in total.

And within that tiny number, the Ghibli 4.9 SS is the car to have:
Introduced in 1969, engine bored out to 4,930cc, 335 PS / 330 hp, 481 Nm, 280 km/h (174 mph) - the fastest Maserati road car ever built at the time.

Total SS production: 470 cars - 425 Coupés + 45 Spyders.

That is it. No more will ever be made. Every loss, every barn-find that is too far gone, every conversion, makes the surviving pool smaller. The SS is not "rare for a Maserati". It is rare !

2. DESIGN - GIUGIARO'S MASTERPIECE

Unveiled at the 1966 Turin Motor Show, the Ghibli was Giugiaro's breakthrough. Long bonnet, impossibly low nose, fastback, pop-up headlights, almost no chrome, no ornament.

It was a radical break from the 3500 GT and Sebring that came before it. It looked like it was doing 170 mph standing still.

It is still today considered by most designers and collectors to be the most beautiful Maserati ever built - and one of the defining shapes of the 1970s, alongside the Miura and the Daytona. Its steel body was built by Ghia, at just 4 cars per day.

3. ENGINEERING - A RACE ENGINE IN A ROAD CAR

Under that low bonnet - only possible because of the dry-sump lubrication- sits Maserati's all-alloy, quad-cam, 90-degree V8. Its architecture traces directly back to the Maserati 450S sports-racer of 1956, via the 5000 GT.

- All-aluminium block and heads
- 4 overhead camshafts, chain-driven
-Dry-sump lubrication
- 4x Weber 42 DCNF twin-choke carburettors
- ZF 5-speed manual, 51/49 weight distribution
- 0-100 km/h in ~6.4s, top speed 280 km/h for the 4.9 SS

Ferrari and Lamborghini needed a V12 to do what Maserati did with a V8. And the Maserati V8 is famously more durable and usable than its contemporary V12 rivals.

4. THE LAST UNRESTRICTED GTs - WHY ALL 1970s GTs MATTER, AND WHY THE GHIBLI IS ONE OF THEIR LEADERS:

The Ghibli, Daytona, Miura, Aston DBS, Jaguar E-Type, Porsche 911 Carrera, Corvette Stingray and others- they were all built in a window that will never return:

No emissions strangling. No catalytic converters, no exhaust gas recirculation, no detuning. Full compression.full carburettors, full sound.
No impact bumpers: No 5-mph US rubber bumpers, no raised ride height, The design is as Giugiaro drew it.
No electronic nannies: No ABS, no traction control, no power steering to filter the experience. Just you, a ZF gearbox, and 335 hp.
Still genuinely fast today: A Ghibli SS at 280 km/h is faster than 95% of new cars on the road in 2026. A 1970 GT that can still outrun a modern hot hatch is not nostalgia. It is performance.

After 1973-74, it was over: US emissions laws, the oil crisis, safety regulations. Cars got slower, heavier and uglier. The Ghibli is the peak of the pre-regulation era.

Conclusion:

Rare by production, timeless by design, racing-derived by engineering, and built in the last free era of the automobile - the Ghibli is not a depreciating classic. It is a finite, non-reproducible asset that happens to be one of the most beautiful cars ever made. Cars of that era are slowly becoming dinosaurs. In 2020 Christie’s sold the world’s most complete Tyrannosaurus Rex for $ 30.8 million. I believe it might be an an investment project, in any case it’s meant to be a joy project.

Take a look at this example https://youtu.be/BarVEc0ar-0?si=AB0zQueSye99MKzM

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