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Second Edition



Maserati – The Sports, Racing & GT Cars since its original publication in 1975 has been recognised throughout the world as THE Maserati book. The reason is simple – within these covers is a unique pictorial record of every Maserati ever made by the Italian company, together with detailed specifications and informative captions. Also featured are the many 'hybrid' Maseratis as well as the company's other products such as spark plugs, batteries and, of course, motorcycles.

Whilst the history of the Maserati company has been full of traumas the marque has survived for over half a century and has never failed, throughout its long history, to produce cars of outstanding merit both in terms of performance and styling. Cars such as the 250F single-seater which claimed so many Grand Prix victories in the 1950s, the remarkable series of 'Birdcage' **Sports Racing cars so** successful in the early 1960s and the stunning road cars of the 1970s – to mention but a few.

All of those who appreciate fine machinery will be delighted to find, as they leaf through the pages of this book, pictures which will once again bring to life some of the greatest cars from the history of motoring, cars which proudly carried the Trident through city streets, along open roads and around the race circuits of the world.

For this new edition authors Crump and Box have not only brought the book up--to-date with respect to current and recent Maserati models, but have been through the text and have added new material and made revisions in the light of information which has come to hand since original publication. They have also been able to add over 120 new photographs!

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A FOULIS Motoring Book

This edition first published 1983

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MASERATI SPORTS, REACTING & CT CERS FROM 1926

Richard Crump Rob de la Rive Box





To the memory of Alfieri Maserati, designer, engineer, racing driver and founder of Officine Alfieri Maserati, Bologna, Italy



Alfieri Maserati during the Targa Florio 1926 Factory Archives

Foreword

Italian cars, especially sports, GT and racing cars, have always had a considerable degree of exotic flair, even genius about their design and handling. For most people, myself included, the highest state of Italian automobile art is epitomised by two cars — the Ferrari and Maserati.

For most of its history Maserati has had to live under the shadow of Ferrari's tremendous successes. Somehow Maserati have never consistently gained the success they deserved, though not through any want of talent or effort. That is not to say that they have not had many great successes in various branches of motor sport, for indeed they have, although sometimes those successes came at a time when the sport itself was not very buoyant. Their obvious greatest triumph was to win the 1957 Formula 1 Grand Prix Championship. This was a splendid achievement which helped to confirm the reputation of those great drivers Juan Manuel Fangio and Jean Behra. Like many other specialist manufacturers of high performance machinery, Maserati have had to live with numerous misfortunes, mistimings and failures, such as the tragic loss of their entire sports racing team in Venezuela in 1957.

Now in 1975, after about fifteen years of concentrated effort on the production of classic road cars, with little competition involvement, they have reached a crossroads. Accelerated by the worldwide oil price crisis, Maserati have suffered greatly and have not enjoyed the sale success which most of their cars warranted. The Bora for instance, is a truly outstanding car in all respects, yet its sales compared with other exotica are low. Regretfully, therefore, it could be that 1975 is the last year that will see Maserati cars in production.

No matter what the future holds for the company, we shall never forget the beauty of the 8CM, the early 26B, the 8CL and, of course, the ever hallowed 250F which I enjoyed driving so much. Never, also, will the sheer brutality of the Tipo 450S and the Tipo 151 be forgotten, or the functionality of the famous Birdcage. The Sebring, Mistral, Indy and Merak will all remain as classic Italian high performance 'super' cars.

When I look back over the sixty-seven or so races in which I drove a Maser, I remember a few frustrations and many exhilarations. The sort of exhilaration that one gets only from driving a

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thoroughbred, cars conceived to give battle with the best and pleasure to their drivers. They were not always the fastest, but invariably the best balanced. If you want to really live, drive a 250F or 300S at over nine-tenths.

Maserati may have been overshadowed by Ferrari, but they have certainly never been hidden. Here for the first time is a comprehensive book which catalogues and depicts all the Maserati models manufactured and so unfolds the marque in its true light.

In Mon.

Stirling Moss London, England



Preface

For some long time we wondered why no specific history of Maserati automobiles was available. Over the years whilst buying and selling these lovely cars we became increasingly frustrated with how little any one person knew about them — we promised that we would collect as much material as was available, even to actively seek it out, in the hope that eventually it could become an established reference book.

A chance meeting in 1973 with Corrado Millanta changed the original thinking, for he was gracious enough to loan his incredible collection of photographs of Maseratis. Here was material enough to sketch out a book. With our joint research and compilation of factory data, we hope we have put together a reference work which will prove of lasting value to lovers of Maserati cars and those who wish to learn just what this famous factory has created since 1926 — all for the first time.

Rob Box Seon, Switzerland

Richard Crump Hertfordshire, England

Credits

To say that this book on Maserati cars would not have been possible without the help of Corrado Millanta is not strictly true — it would simply have taken many more years and then been inferior. For the unconditional loan of the Maserati pictures from his unique and valuable collection we are extremely grateful.

We gratefully acknowledge also the assistance and material we received from Officine Alfieri Maserati, Sig. Ermanno Cozza, Ing. Moretti, Pete Coltrin, Denis Jenkinson, Captain R. S. Stevens, Ken Stewart, Geoff Easterbrook-Smith, James Sitz, Bob Neunreiter, Hans Tanner, N. Koob, Egon Hofer, Ital Design, *Automobile Revue-Berne* and *Automobile Revue-Holland*.

The specification of each model was researched from factory records made at the time and not from any previously published work. Where, on several occasions, it was not possible to identify the model or a venue with absolute certainty, Alfieri Maserati Jr came to the rescue, often through liaison with his father Ernesto Maserati. We extend our gratitude to them.

To the many other people who were bothered, even with the smallest enquiry, thank you for answering.



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Publisher's Note

Maserati — Sports, Racing and GT Cars from 1926, requires a special Publisher's Note because of its unique content and presentation.

Before the publication of the original edition of this book, the history of Maserati cars had never satisfactorily been told. Odd magazine articles had singled out specific cars or short periods of the history; there had been a lightweight, pictorial but short attempt in book form (not in the English language) and obviously the cars had been mentioned in general books, but never had a definitive record been made in print. It seems that the main obstacles were complexity, and the enormous task of compiling a sufficiently comprehensive collection of photographs. Attempts had been made to start a book but have always been thwarted. Through a considerable amount of luck but mainly by a dedicated passion for Maseratis, Richard Crump and Rob Box have collated a record of all the basic models produced by the factory in chronological order. We, therefore, make no apology for the apparent lack of grouping of the

company's products into categories according to their purpose.

As to the book's presentation, we believe that the only way to describe the work of the Maserati factory (as opposed to the general involvement of the cars in motor racing, world sales and the story of associated personalities), was to give for each type of car the model type (*tipo*) and specifications followed by illustrations of the relevant car. Thus we have all the production models recorded plus appendices dealing with other Maserati-related products, and around 550 photographs carefully matched and laid out.

All specifications are taken direct from factory 'official' data and are obviously given in metric measurements — we have added in brackets after each one the equivalent imperial measure. The notes accompanying each model are those of the authors.

None of the photographs used have been touched-in in any way and the majority first appeared in print with the publication of this work.

Introduction

In a small workshop at Pontevecchio, Bologna, in Italy before the first world war, sparking plugs were being made which bore the name 'Maserati'. This same workshop became in, 1926, the factory of Officine Alfieri Maserati, a company formed by two brothers: Alfieri and Ettore Maserati. In that same year the brothers designed and constructed their first car, a 1500cc supercharged straight 8, two-seater racing car. On the radiator mesh guard a badge appeared depicting Neptune's Trident — the symbol of Bologna and later to become very significant in the automobile world. This first car ran successfully in the 1926 Targa Florio driven by Alfieri Maserati with Guerrino Bertocchi as riding mechanic.

From 1926 onwards the workshops produced some fine and very successful racing and sports racing cars until 1932, when the founder Alfieri died following an unsuccessful operation brought about by racing injuries from five years earlier. Alfieri's three brothers, Ettore, Bindo and Ernesto (the youngest and now in command), carried on to produce the highly-respected 3-litre 8CM Grand Prix car, which like all of the Maserati racing cars was for sale to both amateur and professional racing drivers alike. It has been said that the

Maserati Brothers shared the fault of many artists in that their business sense was not in accored with their strong artistic talents. True, they always did insist on doing a job properly; half measures were never considered by the factory even though in the midthirties their financial resources were inadequate.

In 1937 financial assistance was provided by Commendatore Adolfo Orsi and his industrial complex. The Bologna workshops were closed and the Maserati factory rehoused in Via Ciro Menotti, Modena: a town destined to become synonymous with some of the most exciting automobiles ever produced. Under the terms of the Orsi/Maserati agreement the Brothers were retained as consultants in Modena for a ten year period. At the termination of this agreement, in 1947, neither party sought to discuss a new contract so Bindo, Ettore and Ernesto returned to Bologna and their new marque, O.S.C.A. - but that's another story...

The Orsi family now had total control of the name Maserati for building cars, and after surviving the second world war decided to exploit the opportunites which ten years previously they had been tempted into. They produced the well-known 2-litre sports racing A6GCS series, together with either



 $1\frac{1}{2}$ - or 2-litre hand-built road cars clothed in coachwork by Pinin Farina, Vignale, Frua and a number of unusual one-offs by other coachbuilders. When Adolfo Orsi's son, Omer, took an interest, they built the 2-litre Formula 2 cars, forerunner of the world famous 250F Grand Prix Maseratis. With these latter cars and the services of Juan Manual Fangio, the Maserati factory won the 1957 World Championship. At the same time they managed to build many sports racing cars of varying capacities which were always available for sale. Many laurels, from racing in all parts of the world, came to cars carrying the 'Trident'. The hardy six-cylinder $3\frac{1}{2}$ -litre engine was put in an ovaltubed chassis and in 1958 the factory commenced its run of production cars built around this engine and bodied initially by Touring of Milan.

This was followed by a diverse range of high quality cars spanning the Sebring, Mistral, Quattroporte, Mexico and incredible 5000GT which in turn was developed from the thrusting 450S sports racing car. Sadly it was this model which nailed the coffin on future factory participation in motor racing. At Venezuela in November 1957, the entire team of 450S Maseratis was written off — a costly and untimely happening. This prevented Maserati from winning the world sports car championship, and instead of 1957 being their finest year it was financially almost ruinous.

There followed much reorganisation at the works over several years, but always the new models would appear in a refined fashion to keep the name of Maserati synonymous with fine automobiles. With such cars as the Indy and Ghibli the factory came into the 1970s, following with the highly-respected Bora; a complete change from any previous model. Again struggling for financial assistance, Omer Orsi sold an interest in the Modena factory to Citroen and, a year later, complete control was acquired by the French company. The Bora was modified with Citroen influence incorporating hydraulic pedal adjustments and other subtle refinements. For the Citroen SM, Maserati built the V6 engine and towards the end of 1973 added Quattroporte II to their range of Khamsin and Merak models.

But the SM Citroen was not a lucky automobile for the Modena factory, and estimated sales of this technically advanced machine did not reach expectations. Disastrously, in early 1975, the Citroen management decided to unload some of their unprofitable models and the SM was phased out. Since Citroen were the majority shareholders in Maserati, it was declared in Milan on May 22, 1975, that Officine Alfieri Maserati was to go into liquidation. Increasing prices and the lowering of speed limits in nearly all major markets were not conducive to selling high performance cars and resulted in heavy losses for Maserati.

Within a few days it was announced that industrialist and car constructor, Alessandro De Tomaso



planned a financial rescue operation incorporating the outright purchase of the Maserati factory from Citroen. By the end of 1975 an agreement had been reached whereby GEPI (Gestione e Participazione Industriali S.p.A.) owned 70% and De Tomaso 30% together with day to day operating control. For Maserati enthusiasts the sadness of early 1975 was increased by the passing of Ernesto Maserati who died in Bologna on December 1 at the age of 78. As 1976 dawned, once again Maserati began building cars, entirely of their own manufacture: the Khamsin, Merak and Quattroporte were still current models in the early eighties. In June 1980, after a

long illness, Omer Orsi died at the age of 70.

Introduced in Italy in early 1982 came the exciting Biturbo, with volume production promised for the next ten years.

The name Maserati has been associated with many things: Grand Prix racing, voiturette racing, long distance sports car events, superb road cars, famous drivers and personalities as well as specialised components, like the original sparking plugs. To single out one activity, or one car, as a pinnacle of achievement would be a mistake suffice it to say that the whole story of the Maserati is 'a living legend'...



CYLINDERS: Straight 8 supercharged BORE & STROKE: 60 mm × 66 mm (2.4 in \times 2.6 in) DISPLACEMENT: 1492.6 cc (89.5 cu in) COMPRESSION RATIO: 5.8 : 1 MAXIMUM BHP: 115 **MAXIMUM RPM: 5300** MAXIMUM SPEED: 160 kph (100 mph)WHEELBASE: 2650 mm (103.5 in)FRONT TRACK: 1340 mm (52.3 in)**REAR TRACK:** 1360 mm (53.0 in) **DRY WEIGHT:** 650 kg (1433 lb) **KERB WEIGHT:** 720 kg (1587 lb) **OVERALL LENGTH:** 3670 mm (146.8 in)**OVERALL WIDTH:** 1500 mm (60.0 in)**OVERALL HEIGHT:** 1250 mm (50.0 in)FUEL CAPACITY: 80 litres (17.6 imp galls) FUEL CONSUMPTION: 30 litres per 100 km (9.09 mpg) **TYRE SIZE:** 5.00×18 front, 5.50×18 rear

NOTES

It first appeared at the 1926 Targa Florio driven by Alfieri Maserati with Guerrino Bertocchi as riding mechanic. This car, numbered 5 in the race, won the 1½-litre class and finished ninth in the general classification.

The oblong Maserati badge was mounted on the radiator mesh grille.

PRODUCTION

Chassis numbering commenced at number 10, and there were at least nine examples built from 1926 (hence Tipo 26) to 1928. Both chassis and engine markings were stamped with the last two digits only, i.e. 10 or 11, and not 1510 or 1511, the 15 later on representing the capacity. No car numbered 17 since the Maserati Brothers had an unaccountable dislike for this number. Alfieri Maserati at Monza in August 1926 with the prototype tipo 26 Fototecnia

The first Maserati ouside the factory in 1926 with some of the craftsmen who built it. The Tipo 26 already wears number 5 ready for the Targa Florio Factory Archives







TargaFloriotipo26MaseratiHansTanner

Guerrino Bertocchi crouching low as Alfieri Maserati speeds the Tipo 26 to a class win in the 1926 Targa Florio Factory Archives



In white linen helmet Bertocchi supervises the refuelling of the Tipo 26 during the Targa Florio Factory Archives



The Tipo 26 at an unidentified venue on 31st June 1926 Factory Archives





A rare frontal picture of a tipo 26. Unfortunately no details came with this photograph Hans Tanner

Tipo 26B

CYLINDERS: Straight 8 supercharged BORE & STROKE: 62 mm × 82 mm (2.5 in \times 3.3 in) **DISPLACEMENT:** 1980cc (118.8 cu in) COMPRESSION RATIO: 6:1 **MAXIMUM BHP: 150 MAXIMUM RPM: 5500** MAXIMUM SPEED: 180 kph (108 mph)WHEELBASE: 2650 mm (103.5 in) FRONT TRACK: 1340 mm (52.3 in)**REAR TRACK:** 1360 mm (53.0 in) **DRY WEIGHT:** 650 kg (1433 lb) **KERB WEIGHT:** 720 kg (1587 lb) **OVERALL LENGTH:** 3670 mm (146.8 in)**OVERALL WIDTH:** 1500 mm (60.0 in)**OVERALL HEIGHT:** 1250 mm (50.0 in)FUEL CAPACITY: 80 litres (17.6 imp galls)

FUEL CONSUMPTION: 30 litres per 100 km (9.09 mpg) **TYRE SIZE:** 5.00 × 18 front, 5.50 × 18 rear

NOTES

This model was the 2-litre version of the Tipo 26, coming in 1928. Outward appearance was different from the first model in the number of bonnet louvres and location of the Trident badge which was now mounted on the radiator shell.

PRODUCTION

Approximately eleven 2-litre versions were built during 1928 and 1929. Some Tipo 26 examples were also fitted with the 2-litre engines. Again numbering was the same as the $1\frac{1}{2}$ -litre cars, and the first 2-litre was number 15.





and the state

Alfieri Maserati in the Tipo 26B outside the factory in 1927. The ringed craftsman is Medardo Fantuzzi, who was responsible for most of the coachwork on the racing and sports racing Maseratis right through to the early 1960s Factory Archives

Letterio Piccolo Cucinatto in a tipo 26B at Indianapolis Motor Speedway in 1930, where it qualified at 91.5 mph. The Maserati raced without its supercharger and was classified 12th at the finish Hans Tanner

Tipo V4

CYLINDERS: V 16 (90°) supercharged BORE & STROKE: 62 mm × 82 mm (2.5 in \times 3.3 in) DISPLACEMENT: 3960 cc (221.4 cu in) **COMPRESSION RATIO:** 6:1 **MAXIMUM BHP: 305 MAXIMUM RPM: 5500** MAXIMUM SPEED: 250 kph (150 mph)WHEELBASE: 2750 mm (110 in) FRONT TRACK: 1350 mm (54 in)**REAR TRACK:** 1370 mm (54.8 in) **DRY WEIGHT:** 900 kg (1980 lb) **KERB WEIGHT:** 980 kg (2156 lb) **OVERALL LENGTH:** 4050 mm (162 in)OVERAL WIDTH: 1520 mm (60.8 in)**OVERAL HEIGHT:** 1230 mm (49.2 in)FUEL CAPACITY: 130 litres (28.6 imp galls) FUEL CONSUMPTION: 50 litres per 100 km (5.45 mpg) **TYRE SIZE:** 3.25×19 front,

 6.50×19 rear

NOTES

Known as the 'Sedici Cilindri' this 16-cylinder Maserati engine was built around two Tipo 26B engines mounted on a common crankcase. It was a monster to drive and very difficult to handle, although in a straight line it was merely a matter of courage. Two drivers had that courage - Alfieri Maserati and Baconin Borzacchini, the latter recording the fastest speed ever, at that time, for a racing car on a road-circuit at Cremona, Italy on 1st July 1929. The speed attained was 152.9 mph over 10 kilometres of the 25-mile circuit. At the end of 1929, during the Monza Grand Prix, Alfieri drove the V-4 to a lap speed of 124.2 mph, a record which stood at Monza until 1954. In 1930 this car won the Tripoli Grand Prix driven by Borzacchini, and in 1931 the Rome Grand Prix with Fagioli.

PRODUCTION

Only one car was built — chassis/engine number 4001.





Baconin Borzacchini in the V4 Maserati prior to his record attempts in 1929 Factory Archives

The V4 at the back of the Bologna works in 1929 Hans Tanner





The V4 Maserati engine was built around two Tipo 26B engines giving a capacity of 4 litres Factory Archives



(Below)

Close-up of the twin Weber carburettors and two Roots type superchargers of the 16 cylinder Bart Loyens

(Below right)

Tubular con-rod and four ring pistons from the V4 engine Bart Loyens (9)







A post-war photograph showing the V4 Maserati with pre-war coachwork by Zagato Bart Loyens

Even with the hood erect the lines are typical Zagato. Note the height of the wings from the ground and how near the rear axle the driver sits Bart Loyens





The lovely lines of the Zagato 16 cylinder with twin fish tail pipes just emerging Bart Loyens

A proposed sport convertible from Castagna, based on the 16-cylinder car. This was never built, the only road version of the V4 being created by Zagato Hans Tanner



SPYDER GRAND SPORT



Tipo 8C-1100

CYLINDERS: Straight 8 supercharged BORE & STROKE: 51 mm × 66 mm (2.0 in \times 2.6 in) DISPLACEMENT: 1077 cc (64.6 cu in) **COMPRESSION RATIO:** 5 : 1 MAXIMUM BHP: 100 **MAXIMUM RPM: 5000** MAXIMUM SPEED: 130 kph (78 mph)WHEELBASE: 2500 mm (100 in) FRONT TRACK: 1340 mm (52.3 in) **REAR TRACK:** 1360 mm (53.0 in) **DRY WEIGHT:** 690 kg (1518 lb) **KERB WEIGHT:** 800 kg (1760 lb) **OVERALL LENGTH:** 3700 mm (148 in) **OVERALL WIDTH:** 1500 mm (60 in)**OVERALL HEIGHT:** 1300 mm (52 in)

FUEL CAPACITY: 80 litres (17.6 imp galls)**FUEL CONSUMPTION:** 25 litres per 100 km (10.9 mpg) **TYRE SIZE:** 4.75×18 front, 5.00×18 rear

NOTES

The 1500 cc engine was linered down to a bore of 51 mm and with the same stroke of 66 mm, an 1100 cc version of the Tipo 26 was built.

PRODUCTION

Four examples of this capacity were constructed, the first, number 32 in 1929, then numbers 36, 37 and 39. The in-between numbers related to 2-litre cars.

The 8C-1100 engine number 1110 considered to be the first of this capacity. Unfortunately the front has been modified to fit a different type of supercharger *Hans Matti*



Ernesto Maserati driving with Bertocchi in an 1100 cc version of the Tipo 8C in the 1927 Targa Florio Factory Archives





Tipo 8C-1500

CYLINDERS: Straight 8 supercharged BORE & STROKE: 60 mm × 66 mm (2.4 in \times 2.6 in) DISPLACEMENT: 1492.6 cc (89.5 cu in) **COMPRESSION RATIO:** 5 : 1 MAXIMUM BHP: 120 **MAXIMUM RPM: 5000** MAXIMUM SPEED: 150 kph (90 mph)WHEELBASE: 2650 mm (103.5 in)FRONT TRACK: 1340 mm (52.3 in)**REAR TRACK:** 1360 mm (53.0 in) **DRY WEIGHT:** 690 kg (1518 lb) **KERB WEIGHT:** 800 kg (1760 lb) **OVERALL LENGTH:** 3700 mm (148 in)**OVERALL WIDTH:** 1500 mm (60 in)**OVERALL HEIGHT:** 1300 mm (52 in)FUEL CAPACITY: 100 litres (22 imp galls) FUEL CONSUMPTION: 28 litres

per 100 km (9.74 mpg)

TYRE SIZE: 4.75×18 front, 5.00×18 rear

NOTES

This model was a more refined version of the Tipo 26. It ran successfully in Formula Libre races in 1928 and 1929. Ernesto Maserati won the 1500 cc class in the Coppa Acerbo in an 8C-1500 setting a new lap record for his class at 66.45 mph in 1928.

PRODUCTION

Chassis and engine numbers now had four digits, the first in this series being 1511, in January 1928. Four cars of this type were built but probably more than one was an updated Tipo 26 chassis, and thus retained the two-digit chassis numbers.

Diego De Sterlich and Bortolini in an 8C-1500 at the 1928 Targa Florio Factory Archives





Tipo 8C-2500

CYLINDERS: Straight 8 supercharged BORE & STROKE: 65 mm × 94 mm $(2.6 in \times 3.8 in)$ DISPLACEMENT: 2495 cc (149.7 cu in) **COMPRESSION RATIO:** 6:1 **MAXIMUM BHP: 195 MAXIMUM RPM: 5300** MAXIMUM SPEED: 235 kph (141 mph)WHEELBASE: 2650 mm (103.5 in)FRONT TRACK: 1340 mm (52.3 in)**REAR TRACK:** 1360 mm (53.0 in) **DRY WEIGHT:** 720 kg (1584 lb) **KERB WEIGHT:** 800 kg (1760 lb) **OVERALL LENGTH: 3850** (154 in) **OVERALL WIDTH:** 1570 mm (62.8 in)**OVERALL HEIGHT:** 1200 mm (48 in)FUEL CAPACITY: 130 litres (28.6 imp galls) **FUEL CONSUMPTION: 45 litres**

per 100 km (6.06 mpg)

TYRE SIZE: 5.00×18 front, 5.50×18 rear

NOTES

This model was the first to truly represent Maserati in 'factory' participation of Grand Prix racing. In 1930 they scored seven major victories at International events, probably the most famous being Varzi's win in the Monza Grand Prix heading a Maserati second and third place as well.

PRODUCTION

Undoubtedly some 2-litre cars were updated with 2½-litre engines, but of complete new models eight were constructed, including two 4-seater sports cars. Chassis numbering ran from 2510 to 2518, from the beginning of 1930 until late 1931. Archangeli with the 8C-2500 at the Rome GP in 1930 Factory Archives

(Far right)

The 8C-2500 engine Corrado Millanta

Whitney Straight in a $2\frac{1}{2}$ litre post-war event. This is probably car number 2514 Factory Archives (20)

The 1929 8C-2500 Factory Archives







Ernesto Maserati with a road equipped 8C-2500 in the 1931 Coppa Consuma, where he finished 1st in class Fototecnica

A truly historic pair of photographs taken in 1938 of an 8C-2500 saloon. The body is by Castagna and is thought to be the only example ever built. The significance of the horn mascot is not known *Corrado Millanta*

Luigi Castelbarco at Rome in 1932 with an 8C-2500 in racing trim Hans Tanner

Ernesto Maserati with Guerrino Bertocchi in the 1929 Targa Florio driving an 8C-2500. This version has the full sports equipment. Factory Archives






Factory drawing of the road version 8CS with either 2½ or 3 litre engine. It is doubtful if the car was ever built Factory Archives

Another factory drawing for a design on the 8C-2500 chassis Factory Archives

Whitney Straight at Ramen Lake, Sweden in 1934 with an 'up dated' 8C-2500, number 2544 Ove Haak



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Tipo 8C-3000

CYLINDERS: Straight 8 supercharged BORE & STROKE: 69 mm × $100 \text{ mm} (2.8 \text{ in} \times 4.0 \text{ in})$ **DISPLACEMENT:** 2992 cc (179.5 cu in) **COMPRESSION RATIO:** 6 : 1 **MAXIMUM BHP: 230 MAXIMUM RPM: 5500** MAXIMUM SPEED: 240 kph (144 mph)WHEELBASE: 2570 mm (102.8 in) FRONT TRACK: 1330 mm (53.2 in)**REAR TRACK:** 1300 mm (52 in) **DRY WEIGHT:** 700 kg (1540 lb) **KERB WEIGHT:** 750 kg (1650 lb) **OVERALL LENGTH: 3850 mm** (154 in)**OVERALL WIDTH:** 1570 mm (62.8 in)**OVERALL HEIGHT:** 1200 mm (48.0 in)FUEL CAPACITY: 195 litres (42.9 imp galls)

FUEL CONSUMPTION: 50 litres per 100 km (5.45 mpg)
TYRE SIZE: 5.50 × 19 front and rear

NOTES

Principally, the 8C with 3-litre engine was a hybrid being the early chassis with a new engine and used as an interim car prior to the 8CM. Both Campari and Fagioli had some successes with these 2-seater cars.

PRODUCTION

Certainly the first two cars, numbers 3001 and 3002, were retained by the factory as team cars. Apart from these two 8C-3000 models, it is doubtful if other examples were more than updated 2½-litre chassis.





Campari driving an 8C-3000, during the 1933 French Grand Prix at Montlhery Richard Crump

Goffredo Zehender with an 8C-3000 for the GP of France at Montlhery in July 1934 Deltafoto

Tipo 8CM

CYLINDERS: Straight 8 supercharged BORE & STROKE: 69 mm × $100 \text{ mm} (2.8 \text{ in} \times 4.0 \text{ in})$ **DISPLACEMENT:** 2992 cc (179.5 cu in) COMPRESSION RATIO: 5.6:1 MAXIMUM BHP: 260 **MAXIMUM RPM: 5800** MAXIMUM SPEED: 240 kph (144 mph)WHEELBASE: 2570 mm (102.8 in)FRONT TRACK: 1330 mm (53.2 in)**REAR TRACK:** 1300 mm (52 in) **DRY WEIGHT:** 700 kg (1540 lb) **KERB WEIGHT:** 750 kg (1650 lb) **OVERALL LENGTH:** 3850 mm (154 in)**OVERALL WIDTH:** 1570 mm (62.8 in)**OVERALL HEIGHT:** 1200 mm (48.0 in)FUEL CAPACITY: 190 litres (41.8 imp galls) FUEL CONSUMPTION: 50 litres per 100 km (5.45 mpg) **TYRE SIZE:** 5.50×18 front,

 6.50×18 rear

NOTES

This true Grand Prix Maserati first appeared in the Tunis Grand Prix. Zehender drove it into third place. It won its first International event in July 1933 driven by Nuvolari at the Belgian Grand Prix. The car was light and early examples were difficult to drive owing to their inferior road-holding qualities. The Nuvolari car had a boxed and braced chassis executed by the Minerva factory in Belgium, and later many of the 8CMs received the same modifications from their private owners after experiencing bad handling. Thompson and Taylor in England modified a number of these chassis.

PRODUCTION

Chassis numbers ran from 3003 to 3022 inclusive, although the first one was only an engine, ordered by Premoli to be put into a Bugatti chassis. The factory built these Grand Prix cars between March 1933 and July 1934, nearly all being ordered by private teams direct from the factory.



The 8CM owned by Earl Howe being driven in the Swiss GP by Brian Lewis Rene Hafeli



Outside the Bologna factory in March 1933 with the first Maserati GP monoposto. In the car is Raymond Sommer; standing (left to right) Ernesto Maserati, Goffredo Zehender and Bindo Maserati Fototecnica





The tipo 8CM of Raymond Sommer at Monaco in 1934 *Rob Box*

Nuvolari on the Alessandria circuit in April 1934 with a factory entered 8CM. In the terrible weather conditions Nuvolari slid off the Bordino track Fototecnica

(Below)

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Gore Graham pictured in the ex-Piero Taruffi tipo 8CM, chassis number 3005, in South Africa Ken Stewart

Whitney Straight at the Montreux GP in 1934 driving his own modified 8CM with the distinctive pear-shaped radiator cowl New York Times











Farina in his 8CM worrying about Rosemeyer's Auto Union at the 1935 Swiss GP Rene Hafeli

Prince Bira's 8CM, approaching red gate corner on the Donington circuit during the 1937 International GP Hans Tanner

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Tipo 4CM-1100

CYLINDERS: 4 in line supercharged BORE & STROKE: 65 mm × 82 mm (2.6 in \times 3.3 in) **DISPLACEMENT:** 1088 cc (65.3 cu in) COMPRESSION RATIO: 6:1 **MAXIMUM BHP: 125 MAXIMUM RPM:** 6600 MAXIMUM SPEED: 210 kph 126 mph) WHEELBASE: 2400 mm (96 in) FRONT TRACK: 1200 mm (48 in) **REAR TRACK:** 1200 mm (48 in) **DRY WEIGHT:** 480 kg (1056 lb) **KERB WEIGHT:** 530 kg (1166 lb) **OVERALL LENGTH:** 3680 mm (147.2 in)**OVERALL WIDTH:** 1480 mm (59.2 in)**OVERALL HEIGHT: 1350 mm** (54 in)FUEL CAPACITY: 115 litres (25.3 imp galls) FUEL CONSUMPTION: 25 litres

per 100 km (10.9 mpg)

TYRE SIZE: 5.50×16 front, 5.00×17 rear

NOTES

The 4-cylinder cars were built for Voiturette racing from 1931 onwards, and in this class they were a great success. They raced all over Europe gaining class victories and lap records in many events.

PRODUCTION

The first 1100 cc monoposto 4-cylinder appeared in late 1931. Chassis numbers ran irregularly from 1118 to 1128 with probably no more than seven examples being 4CM-1100 models.





The 4CM-1100 boxed chassis and front suspension Hans Matti

Front friction dampers and handmade wishbones of the 4CM Hans Matti





The supercharged 1100cc engine fitted into the 4CM chassis with little room to spare Hans Matti



Factory drawing of the 4CM-1100 Maserati Factory Archives





The four cylinder 1100cc experimental front wheel drive car built in 1931 and designated 4CTR. Only one example was completed Factory Archives

(Above left)

Furmanik's record breaking 1100cc special bodied 4CM used in 1932. Note absence of front wheel brakes Factory Archives

Giuseppe Furmanik in the cockpit of his record breaker Factory Archives

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Furmanik powering his partially streamlined, supercharged, 1100cc Maserati. Note the enclosed wheel discs to aid airflow Fototecnica



The jewel-like, fourcylinder, 1100cc Maserati engine as used in the monoposto and sports cars. This is engine number 1122 Sports Cars Inc







Domenico Cerami posing in his 4CM outside the factory in 1932. He had just taken delivery of his car, serial number 1116 *G. Florini*

Giuseppe Furmanik with a 4CM on the Pontedecimo-Giovi, 18 June 1933 Hans Tanner



Piero Taruffi in a 4CM at Pescara in 1933 Foto Romolo

(Below right)

Furmanik's record certificate of his one-mile run on 28th January 1936 at a speed of 248.5 kph (154.44 mph) Factory Archives



Another version of the streamline 4CM used in **1936** Factory Archives





ASSOCIATION INTERNATIONALE DES AUTOMOBILE-CLUES RECONNUS

CERTIFICAT DE RECORD

Les soussignés certifient au nom de l'Association Internationale des Automobile-Clubs Reconnus que le record International, classe D, du Mille départ lancé a été battu le 28 Janvier 1936 sur la piste de Firenze Mare Distance parcourue 1 Mille Vitesse moyenne 1248 547 Kph Temps 23" 31/100 Vorture MASERATI Engagée par MASERATI

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Tipo 4CS-1100

CYLINDERS: 4 in line supercharged BORE & STROKE: 65 mm × 82 mm (2.6 in \times 3.3 in) **DISPLACEMENT:** 1088 cc (65.3 cu in) **COMPRESSION RATIO:** 5 : 1 MAXIMUM BHP: 90 **MAXIMUM RPM: 5300** MAXIMUM SPEED: 146 kph (88 mph) WHEELBASE: 2700 mm (108 in) FRONT TRACK: 1200 mm (48 in)**REAR TRACK:** 1200 mm (48 in) **DRY WEIGHT:** 600 kg (1320 lb) **KERB WEIGHT:** 700 kg (1540 lb) **OVERALL LENGTH:** 4000 mm (160 in)**OVERALL WIDTH:** 1500 mm (60 in)**OVERALL HEIGHT:** 1350 mm (54.0 in)FUEL CAPACITY: 90 litres (19.8 imp galls)

FUEL CONSUMPTION: 25 litres per 100 km (10.9 mpg)

TYRE SIZE: 5.00×17 front and rear

NOTES

Built alongside the monoposto 4-cylinder Maseratis, these sports racing cars were used in the Mille Miglia, Targa Florio and similar road-racing events.

PRODUCTION

The first car was numbered 1113 and appeared in April 1932. It is unlikely that more than six were built.



Factory drawing of the 4CS-1100 Mille Miglia version Factory Archives



A rebodied 4CS on chassis number 1124 owned by the Briggs Cunningham Museum Hans Matti

Factory drawing of the 4CS-1100 Spyder sport version Factory Archives





二月 國際 的复数美国主义

Tipo 4CS-1100 driven by Piero Taruffi in the 1934 Mille Miglia, finishing first in his class and fifth overall Hans Tanner



Moris Bergamini's 4CS-1100 at the Klausen hillclimb in September 1934. This was serial number 1123 Rob Box





Tipo 4CM-1500

CYLINDERS: 4 in line supercharged BORE & STROKE: 69 mm × $100 \text{ mm} (2.8 \text{ in} \times 4.0 \text{ in})$ DISPLACEMENT: 1496 cc ** (89.8 cu in) COMPRESSION RATIO: 6:1 **MAXIMUM BHP: 150 MAXIMUM RPM:** 6100 MAXIMUM SPEED: 220 kph (132 mph)**WHEELBASE:** 2400 mm (96 in) **FRONT TRACK:** 1200 mm (48 in) **REAR TRACK:** 1200 mm (48 in) **DRY WEIGHT:** 500 kg (1100 lb) **KERB WEIGHT:** 550 kg (1210 lb) **OVERALL LENGTH:** 3680 mm (147.2 in)OVERALL WIDTH: 1480 mm (59.2 in)**OVERALL HEIGHT: 1350 mm** (54.0 in)

FUEL CAPACITY: 115 litres (25.3 imp galls)
FUEL CONSUMPTION: 15 litres per 100 km (18.18 mpg)
TYRE SIZE: 6.00 × 16 front, 5.25 × 17 rear

NOTES

An increased capacity engine in the same chassis as the 4CM-1100, and still used successfully for voiturette racing.

PRODUCTION

Chassis were numbered from 1514 in August 1932 to 1559 in April 1938. About twelve cars were completed.







Three 4CM-1500 Maseratis at the 1937 Florence GP Corrado Millanta

Count Trossi winning the 1937 Florence GP in his 1½ litre 4CM Corrado Millanta

Johnny Lurani driving his four cylinder 1½ litre monoposto Auto Revue — Holland



The 4CM-1500 engine of Trossi's winning Maserati Corrado Millanta





Tipo 4CS-1500

CYLINDERS: 4 in line supercharged BORE & STROKE: 69 mm × $100 \text{ mm} (2.8 \text{ in} \times 4.0 \text{ in})$ **DISPLACEMENT:** 1496 cc (89.8 cu in) **COMPRESSION RATIO:** 5 : 1 MAXIMUM BHP: 115 **MAXIMUM RPM: 5000** MAXIMUM SPEED: 150 kph (90 mph) **WHEELBASE:** 2700 mm (108 in) FRONT TRACK: 1200 mm (48 in)**REAR TRACK:** 1200 mm (48 in) **DRY WEIGHT:** 580 kg (1276 lb) **KERB WEIGHT:** 630 kg (1386 lb) **OVERALL LENGTH:** 3680 mm (147.2 in)**OVERALL WIDTH: 1500 mm** (60 in)**OVERALL HEIGHT: 1350 mm** (54 in)FUEL CAPACITY: 90 litres (19.8 imp galls)

FUEL CONSUMPTION: 20 litres per 100 km (13.6 mpg) TYRE SIZE: 5.25 × 17 front and rear

NOTES

A natural progression of the 4CS-1100, the engines were the same as for the monoposto cars with the exception of starter motors, dynamos and additional wiring. They were still as successful in road racing as their predecessor but with 20 bhp more available.

PRODUCTION

The first 4-cylinder 1¹/₂-litre sports was 1516 for Count Lurani in early 1933. At least six were built up to April 1936.



Factory drawing of the 1500cc four cylinder sports Factory Archives The 4CS Grand Sport which could be had with either 1½-litre or 2-litre engine Factory Archives







Tenni after the start of the 1936 Mille Miglia Corrado Millanta



Tipo 4C-2500

CYLINDERS: 4 in line supercharged BORE & STROKE: 84 mm × 112 mm $(3.4 in \times 4.5 in)$ **DISPLACEMENT:** 2482 cc (148.9 cu in) COMPRESSION RATIO: 5.5 : 1 **MAXIMUM BHP:** 190 **MAXIMUM RPM: 5300** MAXIMUM SPEED: 200 kph (120 mph)**WHEELBASE:** 2400 mm (96 in) FRONT TRACK: 1200 mm (48 in)**REAR TRACK:** 1200 mm (48 in) **DRY WEIGHT:** 510 kg (1122 lb) **KERB WEIGHT:** 580 kg (1276 lb) **OVERALL LENGTH:** 3680 mm (147.2 in)**OVERALL WIDTH:** 1480 mm (59.2 in)**OVERALL HEIGHT:** 1350 mm (54 in)FUEL CAPACITY: 115 litres (25.3 imp galls)

FUEL CONSUMPTION: 12 litres per 100 km (22.72 mpg) TYRE SIZE: 5.50×18 front, 6.00×18 rear

NOTES

A 2¹/₂-litre engine put into a monoposto chassis identical to the 1100 cc and 1500 cc frames, provided a powerful racing car but with inferior road holding.

PRODUCTION

It is not known for certain how many were built but it is possible that only one 2½-litre, 4-cylinder engine was put in the sports chassis, and that, for Taruffi in the 1934 Monaco Grand Prix. Piero Taruffi in a 4C-2500 at the start of the 1934 Monaco GP. He retired on the last lap. This car was later raced by Palacios at the Penya Rhyn GP and Gofredo Zehender in the French and German GPs being retained as a factory car through to 1937 Factory Archives





CYLINDERS: V16 (90°) supercharged BORE & STROKE: 69 mm × 82 mm (2.8 in \times 3.3 in) **DISPLACEMENT:** 4905 cc (294.3 cu in) **COMPRESSION RATIO:** 6:1 **MAXIMUM BHP: 360 MAXIMUM RPM: 5500** MAXIMUM SPEED: 260 kph (156 mph)**WHEELBASE:** 2750 mm (110 in) FRONT TRACK: 1350 mm (54 in)**REAR TRACK:** 1370 mm (54.8 in) **DRY WEIGHT:** 920 kg (2024 lb) KERB WEIGHT: 1000 kg $(2200 \ lb)$ **OVERALL LENGTH:** 4050 mm (162 in)**OVERALL WIDTH:** 1520 mm (60.8 in)**OVERALL HEIGHT:** 1230 mm (49.2 in) FUEL CAPACITY: 130 litres (28.6 imp galls) **TYRE SIZE:** 3.25×19 front. 6.50×19 rear

NOTES

The second 16-cylinder Maserati had two 8C-2500 engines mounted side-by-side, giving a total capacity of 5 litres. This version won the 1932 Rome Grand Prix, came second in the Monza Grand Prix and sixth in the Marseille GP. Still a difficult car to handle, it was sent by the factory to Montlhery in December 1932 for some attempts on the World's One Hour Record. With Ruggeri driving the V5 went out of control killing the driver. The car was rebuilt and raced again in North Africa for the Tripoli Grand Prix of 1934 with Taruffi driving. While leading the race, Taruffi crashed and whilst he managed to escape, the V5 died never to be rebuilt.

PRODUCTION

One car was built with engine/ chassis number 5001. Later in 1933 two V5 16-cylinder engines were constructed, numbers 5002 and 5003, for Conte Theo Rossi di Montelera, which were put into two separate hulls for speed boat racing.





The V5 engine which proved less successful than the V4 Factory Archives



Based on two 8C-2500 engines giving a total capacity of five litres. Ruggeri was killed in this Maserati while attempting records in December 1937 Factory Archives

Luigi Fagioli on his winning way with the V5 in the 1932 GP of Rome averaging over 98 mph Hans Tanner

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Tipo 6C/34

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CYLINDERS: Straight 6 supercharged BORE & STROKE: 84 mm × 112 mm $(3.4 in \times 4.5 in)$ DISPLACEMENT: 3725 cc (223.5 cu in) COMPRESSION RATIO: 5.5 : 1 **MAXIMUM BHP: 280 MAXIMUM RPM: 5300** MAXIMUM SPEED: 250 kph (150 mph)WHEELBASE: 2570 mm (102.8 in)FRONT TRACK: 1330 mm (53.2 in) **REAR TRACK:** 1300 mm (52.0 in) **DRY WEIGHT:** 680 kg (1496 lb) **KERB WEIGHT:** 750 kg (1650 lb) **OVERALL LENGTH:** 3850 mm (154 in) **OVERALL WIDTH:** 1570 mm (62.8 in)**OVERALL HEIGHT:** 1200 mm (48 in)FUEL CAPACITY: 170 litres (37.4 imp galls) FUEL CONSUMPTION: 55 litres

per 100 km (4.95 mpg)

TYRE SIZE: 5.50×18 front, 6.50×18 rear

NOTES

What was intended to be a new Grand Prix car for Nuvolari, was merely a re-engined 8CM chassis with a 6-cylinder 3.3-litre, and then 3.7-litre engine. Nuvolari was fifth in the 1934 Italian GP, third in the Czech GP, and then won at Naples and Modena with this model. A difficult car to drive, it was nevertheless very fast if spectacular, and proved very reliable.

PRODUCTION

Six cars were built between December 1934 and September 1935, chassis numbers running 3023 to 3029, with the exception of 3027 which was an 8CM. One was a two-seater sports version on chassis number 3026.





Nuvolari going to the line in the Tipo 6C/34 for the start of the 1934 Italian GP where he finished fifth. On the left, wearing beret, is Bertocchi. From researchers, it would seem that this car housed the first 6C/34 engine, number 3023, in 8CM, number 3018 Factory Archives

Changing plugs on the 6C/34, 3.7 litre version at Nurburgring in 1934 Carrado Millanta

The six cylinder 3.7 litre Grand Prix Maserati at Monte Carlo in 1935 Carrado Millanta



Conventional 6C/34 front suspension, Nurburgring 1934 Corrado Millanta



Again in the 6C/34 Grand Prix car, Nuvolari in the Coppa Acerbo at Pescara 1934 Factory Archives







Independent 6C/34 front suspension, Monte Carlo 1935 Carrado Millanta

"Mario" in chassis number 3023 at the 1938 Grosvenor GP in South Africa. He finished 8th overall and recorded fastest lap at 78.25 mph Ken Stewart



Achille Varzi with mechanic Bignami in a Tipo 6CS which he drove at Monza, Pescara and Barcelona. This particular car, driven in the 1935 Mille Miglia has a 3724cc engine (Tipo 6C/34) number 3026 Factory Archives





CYLINDERS: V8 (90°) supercharged BORE & STROKE: 84 mm × $108 \text{ mm} (3.4 \text{ in} \times 4.3 \text{ in})$ **DISPLACEMENT:** 4788 cc (287.3 cu in) **COMPRESSION RATIO:** 5 : 1 **MAXIMUM BHP: 320 MAXIMUM RPM: 5300** MAXIMUM SPEED: 240 kph (144 mph)WHEELBASE: 2700 mm (108 in) FRONT TRACK: 1350 mm (54 in)**REAR TRACK:** 1370 mm (54.8 in) **DRY WEIGHT:** 770 kg (1694 lb) **KERB WEIGHT:** 850 kg (1870 lb) **OVERALL LENGTH: 3860 mm** (154.4 in)**OVERALL WIDTH:** 1490 mm (59.6 in)**OVERALL HEIGHT:** 1240 mm (49.6 in)FUEL CAPACITY: 180 litres (39.6 imp galls) **FUEL CONSUMPTION: 65 litres** per 100 km (4.19 mpg)

TYRE SIZE: 5.50×18 front, 6.00×18 rear

NOTES

A complete departure from the straight-8 machines, these Maseratis were not a success. The cars were run on behalf of the factory by Scuderia Subalpina who had four cars for Rovere, Etancelin, Farina and Zehender. Raced extensively in 1935 the car failed throughout the entire season. In 1936 Etancelin won the Pau Grand Prix; it was this model's only International success.

PRODUCTION

Four cars were built, chassis numbers 4501, 4502, 4503 and 4504.

Philippe Etancelin playing with the first V8R1 on the Futa pass June 26, 1935. The high tail appeared only on this car Fototecnica

Guerrino Bertocchi pumping up the fuel pressure on 4501, prior to its recording a speed of 300 kph on the autostrada Firenze-Mare, June 28, 1935 Hans Tanner






Etancelin's car after being on the weighbridge at Bern in 1936 Max Haton

Etancelin in the V8R1 at the 1936 Swiss GP Rene Hafeli



A V8R1 at the Nurburgring in 1936 Max Haton



One of the two V8R1 raced extensively and successfully by both George Weaver and Phil Cade in postwar American events Pete Coltrin





CYLINDERS: Straight 8 supercharged BORE & STROKE: 69 mm × $100 \text{ mm} (2.8 \text{ in} \times 4.0 \text{ in})$ **DISPLACEMENT:** 2992 cc (179.5 cu in) COMPRESSION RATIO: 6.5 : 1 MAXIMUM BHP: 350 **MAXIMUM RPM: 6000** MAXIMUM SPEED: 260 kph (156 mph)WHEELBASE: 2720 mm (108.8 in)FRONT TRACK: 1340 mm (53.6 in)**REAR TRACK:** 1360 mm (54.4 in) **DRY WEIGHT:** 700 kg (1540 lb) **KERB WEIGHT:** 780 kg (1716 lb) **OVERALL LENGTH:** 4100 mm (164 in)OVERALL WIDTH: 1520 mm (60.8 in)**OVERALL HEIGHT:** 1200 mm (48.0 in)FUEL CAPACITY: 150 litres (33 imp galls) **FUEL CONSUMPTION:** 70 litres

per 100km (3.89 mpg)

TYRE SIZE: 5.50×19 front, 6.50×19 rear

NOTES

A truly fabulous Grand Prix car which sadly lacked development and factory attention during 1938 and 1939. Built for the new Grand Prix formula (3-litre supercharged), this model had the speed and stamina to match the German Mercedes-Benz and Auto-Union teams, but never the reliability. The 8CTF's greatest success was winning the 1939 and 1940 Indianapolis 500, driven by Wilbur Shaw.

PRODUCTION

Three cars were constructed, numbers 3030, 3031 and 3032, with a fourth, an engine only, number 3033. The 8CTF 3 litre Grand Prix engine Corrado Millanta



Structural chassis details of the 8CTF. Central crossbraced oil tank is magnesium alloy, front two box sections are welded steel. The detail finish of these pre-war GP chassis was of a high standard *Richard Crump*









"Freddie" Zehender in the works 8CTF at Monza on September 11, 1938 for the Italian GP Fototecnica

Rene Dreyfus driving an 8CTF in the 1939 Swiss GP Rene Hafeli



Count Trossi in the works 8CTF at Pescara Denis Jenkinson

Wilbur Shaw with Mike Boyle's 8CTF after winning the 1940 Indianapolis 500 event. In the sun hat is H. C. 'Cotton' Henning who was chief mechanic for the Boyle racing team Factory Archives





CYLINDERS: Straight 8 supercharged BORE & STROKE: 78 mm × 78 mm (3.1 in \times 3.1 in) DISPLACEMENT: 2978 cc (178.7 cu in) **COMPRESSION RATIO:** 6.5 : 1 **MAXIMUM BHP: 430 MAXIMUM RPM: 6400** MAXIMUM SPEED: 280 kph (168 mph)WHEELBASE: 2790 mm (111.6 in)FRONT TRACK: 1340 mm (53.6 in) **REAR TRACK:** 1360 mm (54.4 in) **DRY WEIGHT:** 690 kg (1518 lb) **KERB WEIGHT:** 780 kg (1716 lb) **OVERALL LENGTH:** 4710 mm (166.8 in)**OVERALL WIDTH:** 1580 mm (63.2 in)**OVERALL HEIGHT:** 1130 mm (45.2 in)FUEL CAPACITY: 180 litres (39.6 galls) **FUEL CONSUMPTION: 80 litres** per 100 km (3.41 mpg)

TYRE SIZE: 5.50×19 front, 6.50×19 rear

NOTES

The ultimate version of Maserati's pre-war eight cylinder configuration. This model first appeared at Indianapolis in 1940 driven by Raoul Riganti where it crashed without showing true form. It had an increased wheelbase over the 8CTF, was a 32 valve version which developed considerably more power. Both examples were pre-war although neither raced Internationally and consequently remained an unknown quantity.

PRODUCTION

Two cars were built, 3034 and 3035, in 1940 and 1941.



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The 8CL Maserati number 3034 sold to Raoul Riganti for the 1940 Indianapolis 500 was painted in blue and yellow Factory Archives

The second 8CL retained by the factory where it remained until after the war Factory Archives











Scuderia Milan's 8CL, number 3035, at Indianapolis for the 1946 500-mile classic. Behind the wheel is Luigi Villoresi, who drove the car to 7th place. Achille Varzi, with goggles around his neck, was driving a 4CL for Scuderia Milan at the same event Indianapolis Motor Speedway

Tipo 8CL number 3034 pictured in the Argentine, post-war Revista Corsa



Tipo 6CM-1500

CYLINDERS: Straight 6 supercharged BORE & STROKE: 65 mm × 75 mm (2.6 in \times 3.0 in) **DISPLACEMENT:** 1493 cc (89.6 cu in) COMPRESSION RATIO: 6:1 **MAXIMUM BHP: 155 MAXIMUM RPM: 6800** MAXIMUM SPEED: 230 kph (138 mph)WHEELBASE: 2490 mm (99.6 in) **FRONT TRACK:** 1200 mm (48 in) **REAR TRACK:** 1200 mm (48 in) **DRY WEIGHT:** 600 kg (1320 lb) **KERB WEIGHT:** 650 kg (1430 lb) **OVERALL LENGTH:** 3720 mm (148.8 in)**OVERALL WIDTH:** 1480 mm (59.2 in)**OVERALL HEIGHT:** 1200 mm (48 in)FUEL CAPACITY: 122 litres (26.8 imp galls)FUEL CONSUMPTION: 50 litres per 100 km (5.45 mpg) **TYRE SIZE:** 5.25×17 front, 6.00×16 rear

NOTES

A very successful Maserati; popular with many drivers of the period. This model had independent front suspension and was, in true Maserati tradition, a well-made small capacity racing car. It first appeared at Monte Carlo in 1936 and was a retirement, but two appeared on the Nurburgring and finished first and second beating the works ERA team, which it did again on many occasions. This model earned the factory a tremendous reputation during 1936 and 1937, at a time when it was much needed.

PRODUCTION

Eleven 6CMs were built, and 16 Tipo 6C (CM-Corsa Monoposto; C-Corsa) cars which were wide chassis models with either sports or single-seater bodies. The first was 6C-1530 in March 1936 and the last, 6C-1565 in April 1939.



Villoresi at Monza in 1938 with his 6CM Factory Archives

A 6CM-1500 outside the factory on 30th July 1936. The works transporter is in the background Factory Archives

Ettore Maserati in hat, standing with the same car

Factory Archives











The six cylinder engine of the 1936 Milan Motor Show car showing off the clean lines of this compact unit Corrado Millanta

The lovely proportions of the fuel tank tail on the 6CM. Note the high degree of finish on this Show Model Currado Milanta

Tipo 4CL-1500

CYLINDERS: 4 in line supercharged BORE & STROKE: 78 mm × 78 mm $(3.1 in \times 3.1 in)$ DISPLACEMENT: 1489 cc (89.3 cu in) COMPRESSION RATIO: 6.5:1 **MAXIMUM BHP: 220 MAXIMUM RPM: 6600** MAXIMUM SPEED: 250 kph (150 mph)**WHEELBASE:** 2500 mm (100 in) **FRONT TRACK:** 1250 mm (50 in) **REAR TRACK:** 1272 mm (50.9 in) **DRY WEIGHT:** 550 kg (1210 lb) **KERB WEIGHT:** 630 kg (1386 lb) **OVERALL LENGTH:** 3830 mm (153.2 in)**OVERALL WIDTH:** 1480 mm (59.2 in)**OVERALL HEIGHT:** 1100 mm (44 in)FUEL CAPACITY: 100 litres (22 imp galls) FUEL CONSUMPTION: 70 litres per 100 km (3.89 mpg) **TYRE SIZE:** 5.00×17 front, 6.00×16 rear

NOTES

Built in the winter of 1938, the 4CL first appeared at Brooklands in 1939 for the JCC International Trophy where Reggie Tongue finished third. The engine had 4 valves per cylinder and was later known as the '16 valver'. The prewar cars had single-stage supercharging. They managed to win several events prior to September 1939.

PRODUCTION

Some changing of engines and chassis clouds the true number as some drivers purchased the new 4CL engine and put it into their 6C chassis. However the first 4CL was number 1564 in April 1939, then came 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574 and 1575. The last being an engine only, with no chassis and built in October 1939.



The simple 4CL cockpit with instruments grouped in the traditional halfpanel Factory Archives

Medardo Fantuzzi and his band of panelbeaters creating the first 4CL body at the Maserati factory in 1938 Hans Tanner

The 4CL-1500 pre-war model. The small motif near the cockpit shows it to be a Scuderia Milano car Factory Archives

The 1½-litre, supercharged, four-cylinder engine introduced in 1938 formed the basic design of the post-war 4CLT engine and, in doubled-up form, the power unit for the 8CLT Hans Tanner

Fantuzzi the well-known Maserati coachbuilder with the first pre-war 4CL Factory Archives











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MART TRANSPORT

The same car showing the substantial electron cast oil tank which acts as a chassis brace. Note central gear change and just visible are the Trident motifs on the steering wheel spokes Corrado Millanta

(Far left)

A 1939 4CL outside the factory showing its scaleddown similarities with the 8CTF Factory Archives

The 4CL 1½ litre engine with two exhaust pipes and four valves per cylinder Corrando Millanta

The 4CL on 31st January 1939 with spare wheels, waiting to be loaded into the factory transporter which loudly advertises Maserati's sparking plugs. On the left is Ernesto Maserati Factory Archives

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Ernesto Maserati securing the streamline Tipo 4CL prior to its departure for Tripoli in 1939 Factory Archives





The rear-end of the streamline car being refuelled by Bertocchi in peaked cap. In the background the much travelled transporter-come-towing vehicle Factory Archives

Nuvolari testing a 4CL on the Firenze-Mare autostrada April 24, 1940. On the right, with binoculars, is Omer Orsi Fototecnica

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The rear axle layout of the 4CL as seen at the 1947 Italian GP Corrado Millanta

More fuel on the Firenza-Mare autostrada in April 1939. The additional metal strip covering the air intake was later removed Factory Archives







-Tipo 4CLT/48

CYLINDERS: 4 in line supercharged BORE & STROKE: 78 mm × 78 mm $(3.1 in \times 3.1 in)$ DISPLACEMENT: 1489 cc (89.3 cu in) **COMPRESSION RATIO:** 6:1 MAXIMUM BHP: 260 **MAXIMUM RPM: 7000** MAXIMUM SPEED: 260 kph (156 mph)**WHEELBASE:** 2500 mm (100 in) **FRONT TRACK:** 1250 mm (50 in) **REAR TRACK:** 1200 mm (48 in) **DRY WEIGHT:** 550 kg (1210 lb) **KERB WEIGHT:** 625 kg (1375 lb) **OVERALL LENGTH:** 3850 mm (154 in)**OVERALL WIDTH:** 1400 mm (56 in)**OVERALL HEIGHT:** 1100 mm (44 in)**FUEL CAPACITY:** 120 litres (26.4 imp galls) **FUEL CONSUMPTION:** 70 litres per 100 km (3.89 mpg) **TYRE SIZE:** 5.00×17 front,

 6.00×16 rear

NOTES

The 4CLT (T — tubular chassis) first appeared at Rheims in 1947 driven by Ascari. The 4CLT/48 did not materialise until May 1948, and became known as the 'San Remo Maserati' after Ascari won that event ahead of Villoresi in an identical model. The 4CLT/48 was the ultimate version of the pre-war 4CL, and under Scuderia Ambrosiana was a very successful model winning many International events.

PRODUCTION

Similar to the pre-war composition of 4CL engine and 6C chassis, much the same happened with the 4CLT. Several variations and modifications enabled this model to continue racing and winning until 1951, when the Ferraris were obviously superior in design. At least 12 cars were built although the exact number is not known. The first appearance of the 4CLT/48 at San Remo in 1948. This is Villoresi's car Corrado Millanta



Ascari with a factoryentered 4CLT on the Monza autodrome in 1948 Corrado Millanta





Ascari smiling confidently at photographer Corrado Millanta while driving his 4CLT/48 Maserati to victory in the San Remo GP. Alongside is Bira in his 4CL Corrado Millanta

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The 4CLT/48 twin supercharged 1 ½ -litre engine Pete Coltrin





Four 4CLT/48 Maseratis with some personalities taken at the factory on 13th November 1949. 1 to r Adolfo Orsi, Ing. Rimini, Ing. Gorrini, Ing. Cavestini, Ing. Canevaz, Filippini, Scrafici, Omer Orsi, Ing. Massimino, Campos, Villoresi, Lugo, Cavacevich and Alberto Ascari Factory Archives



Rear end of the 4CLT/48 Maserti Corrado Millanta

Bira with his 4CLT/48 in the 1949 San Remo GP where he finished second Corrado Millanta

Campos driving his 4CLT/48 on the Rheims circuit during the 1949 French GP. Seconds after this picture was taken the car left the road at high speed. As can be seen his rear wheel has just locked up and is in effect stationary Corrado Millanta

A built-up roller bearing crankshaft fitted to two 4CLT Maseratis which enabled an increase in 200-300 rpm in the 1949 season. Designed by Ing. Massimino it was patented by the factory on 26th August 1949 Corrado Millanta







Tipo 4CLT/50

CYLINDERS: 4 in line supercharged BORE & STROKE: 78 mm × 90 mm (3.1 in \times 3.6 in) DISPLACEMENT: 1719 cc (103.1 cu in) COMPRESSION RATIO: 6:1 **MAXIMUM BHP: 290 MAXIMUM RPM: 6800** MAXIMUM SPEED: 270 kph (162 mph)WHEELBASE: 2500 mm (100 in) **FRONT TRACK:** 1250 mm (50 in) **REAR TRACK:** 1200 mm (48 in) **DRY WEIGHT:** 550 kg (1210 lb) **KERB WEIGHT:** 625 kg (1375 lb) **OVERALL LENGTH:** 3850 mm (154 in) **OVERALL WIDTH:** 1400 mm

(56 in)

FUEL CAPACITY: 120 litres (26.4 imp galls)**TYRE SIZE:** 5.00×17 front, 6.00×17 rear

Coil spring front suspension, tubular chassis and modified steering denotes a 4CLT/50 Corrado Millanta

NOTES

Built as Formula Libre cars with 1.7-litre engines, this model was developed specifically for the 1949/1950 South American races, but met with little success.

PRODUCTION

Five cars were built, and there is no record of chassis numbers.

> (left)Farina standing behind his 4CLT/50 at Monza in 1949 Auto Revue-Berne

(right)

Raymond Sommer driving a 4CLT/50 at the 1950 GP of Bari Corrado Millanta











Felice Bonetto in his 4CLT/50 ahead of Toni Branca in a pre-war 4CL, at Geneva in 1950 Auto Revue-Berne

Paul Pietsch at Freiburg, Germany, in 1951 with a Scuderia Milan modified 4CLT/48-4CLT/50 Corrado Millanta

Tipo 8CLT/50

CYLINDERS: Straight 8 supercharged BORE & STROKE: 78 mm × 78 mm (3.1 in \times 3.1 in) **DISPLACEMENT:** 2984 cc (179.0 cu in) COMPRESSION RATIO: 6.5:1 **MAXIMUM BHP: 430 MAXIMUM RPM:** 6500 MAXIMUM SPEED: 320 kph (192 mph)WHEELBASE: 2720 mm (108.8 in)FRONT TRACK: 1390 mm (55.6 in)**REAR TRACK:** 1355 mm (54.2 in) **DRY WEIGHT:** 900 kg (1980 lb) KERB WEIGHT: 1100 kg $(2420 \ lb)$ FUEL CAPACITY: 270 litres (59.4 imp galls) **TYRE SIZE:** 5.50×19 front, 7.00×20 rear

NOTES

Built for the 1950 Indianapolis 500-mile race and commissioned by Franco Rol, this car was basically an 8CL engine in tubular chassis. Farina test drove one at the Modena Autodrome and attained speeds in excess of 180 mph. The venture failed and the cars were sold into New Zealand without competing internationally.

PRODUCTION

Chassis numbers were 3036 and 3037.







The 8CLT/50 at the 1951 Turin Motor Show Corrado Millanta

The same car on the Maserati stand showing the simple cockpit layout which on many of the single seaters remained unchanged Corrado Millanta The 32 valve, twin supercharged, single plug 3 litre engine of the 8CLT/50 Corrado Millanta



The 8CLT/50, chassis/ engine number 3037, when used in New Zealand during the early 1960s H. S. Easterbrook-Smith



The 8CLT/50 being driven at high speed by Harley Beckett during its stay in New Zealand in the mid-1960s Denis Jenkinson





Tipo A6-1500

CYLINDERS: Straight 6 BORE & STROKE: 66 mm × 72.5 mm (2.6 in \times 2.9 in) **DISPLACEMENT:** 1488 cc (89.3 cu in) COMPRESSION RATIO: 7.8:1 MAXIMUM BHP: 65 **MAXIMUM RPM: 4700** MAXIMUM SPEED: 141-150 kph (85-90 mph) **WHEELBASE:** 2500 mm (102 in) FRONT TRACK: 1274 mm (50.9 in) **REAR TRACK:** 1252 mm (50.1 in) **DRY WEIGHT:** 570 kg (1254 lb) **KERB WEIGHT:** 950 kg (2090 lb) **OVERALL LENGTH:** 4100 (164 in)OVERALL WIDTH: 1560 mm (62.4 in)**OVERALL HEIGHT:** 1350 mm (54 in)FUEL CAPACITY: 55 litres

(12.1 imp galls)

FUEL CONSUMPTION: 10 litres
 per 100 km (27.2 mpg)
TYRE SIZE: 5.50 × 16 front and
 rear

NOTES

This was the 'production' chassis and running gear on which many Italian coachbuilders first tried their designs for Maserati; Pinin Farina being the most common in 1948 and 1949.

PRODUCTION

First shown by Pinin Farina at the 1947 Geneva Motor Show, subtle changes and improvements occurring with each successive body.



Ascari sitting in one of the first postwar A6-1500 sports racing Maseratis with aerodynamic coachwork. With hand on driver's door is Fantuzzi while behind in white overalls is Villoresi Factory Archives

At Pescara in 1948 with Felice Bonetto driving the 1500cc supercharged A6. This engine was from a 1939 Tipo 6CM. Note the absence of Maserati badge above the radiator cowling *Corrado Millanta*









Another early version of the 1½ litre A6 with Barbieri at the wheel on 15th May 1947 Corrado Millanta

Cockpit simplicity of the same car. Beneath the passenger canopy can be seen the spare wheel. Instruments, steering wheel and screen are prewar accessories Corrado Millanta
Front of the first A6-1500 road car with coachwork by Pinin Farina shown at the 1947 Geneva Motor Show Corrado Millanta



One month later and the subtle modifications continue by Pinin Farina. The horizontal air intakes are missing and new wheel discs are fitted *Carrado Millata*









(Below left)

A convertible version of the same model also by Pinin Farina Corrado Millanta

(Below)

Also at the 1948 Turin Motor Show a right-hand drive A6-1500 with the gear lever on the steering column *Corrado Millanta*





Tipo A6G



CYLINDERS: Straight 6 BORE & STROKE: 72 mm × 80 mm (2.9 in \times 3.2 in) DISPLACEMENT: 1954 cc (117.2 cu in) COMPRESSION RATIO: 7.5:1 **MAXIMUM BHP: 90 MAXIMUM RPM:** 4700 MAXIMUM SPEED: 160 kph (96 mph)**WHEELBASE:** 2550 mm (102 in) FRONT TRACK: 1274 mm (50.9 in) **REAR TRACK:** 1252 mm (50.1 in) **DRY WEIGHT:** 550 kg (1210 lb) **KERB WEIGHT:** 720 kg (1584 lb) **OVERALL LENGTH:** 4100 mm (164 in) **OVERALL WIDTH:** 1560 mm (62.4 in)**OVERALL HEIGHT:** Unknown FUEL CAPACITY: 55 litres (12.1 imp galls)

FUEL CONSUMPTION: 17.5

litres per 100 km (15.58 mpg) **TYRE SIZE:** 5.50×16 front and rear

NOTES

The first of the 2-litre 6-cylinder A6 models, also a legacy from the Maserati Brothers. This engine was initially put into a Maserati saloon built for the 1947 Mille Miglia where driven by Villoresi, it retired.

PRODUCTION

Only one streamlined car was built.





(Far left)

Count Johnny Lurani with the A6G 2 litre streamline saloon Auto Revue - Holland

With trade plates on, for the road, in Modena with no rear lights other than the tiny brake stop light above the plate. Picture taken 15th June 1947 Corrado Millanta

A week later at Brescia number 222 with full lighting equipment ready for the 1947 Mille Miglia to be driven by Villoresi Corrado Millanta

The 2 litre six cylinder engine of the streamline car, showing single plugs, spare coil mounted in case of failure and triple twin-choke 36D02 Weber carburettors Corrado Millanta

The clean lines of the streamlined saloon which housed the first 2 litre A6G engine Auto Revue - Holland















For quick refuelling, the filler cap, from a Tipo 4CL, was brought outside the coachwork above the rear window. The marking below the outlet is where it should have been! *Corrado Millanta*

Villoresi on the Varese circuit, 29th June 1947 with the A6G-2000 streamline Maserati Corrado Millanta



Tipo A6GCS (1st series)

CYLINDERS: Straight 6 BORE & STROKE: 72 mm × 81 mm (2.9 in \times 3.2 in) **DISPLACEMENT:** 1978 cc (117.2 cu in) **COMPRESSION RATIO:** 11 : 1 **MAXIMUM BHP: 130 MAXIMUM RPM: 5200** MAXIMUM SPEED: 190 kph (114 mph)WHEELBASE: 2310 mm (92.4 in) **FRONT TRACK:** 1225 mm (49 in) **REAR TRACK:** 1160 mm (46.4 in) **DRY WEIGHT:** 550 kg (1210 lb) **KERB WEIGHT:** 630 kg (1386 lb) **OVERALL LENGTH:** 3690 mm (147.6 in)**OVERALL WIDTH:** 1380 mm (55.2 in)**OVERALL HEIGHT:** 900 mm (36 in)FUEL CAPACITY: 100 litres (22 imp galls) FUEL CONSUMPTION: 35 litres per 100 km (7.79 mpg) **TYRE SIZE:** 5.50×15 front and rear

NOTES

The first models had cycle wings and were all left hand drive. Their first appearance was in a Modena sports car race in 1947, when Ascari and Villoresi came frst and second. The car remained undeveloped throughout 1948 and 1949 although gaining some home success in sports car events. From 1951 to the end of 1952, under Orsi management, the factory developed the cycle-wing sports into a Superfast 2-litre with all the engineering advantages of their monopostos.

PRODUCTION

The total quantity of this first series is unknown but was certainly a minimum of twelve cars commencing at chassis number 2010.





The designer Ing. Massimino, the driver Villoresi and the bodybuilder Fantuzzi with one of the first A6GCS 2 litre cars Factory Archives

The first appearance of the A6GCS at Modena in 1947. Number 24 driven by Ascari won the race Corrado Millanta





Front suspension of the 1947 2 litre sports A6 which later was adopted on the Formula 2 cars Corrado Millanta



Low slung tubular chassis of the cycle-wing 2-litre, single-cam sports racing cars of 1947 Factory Archives







The flared wing A6GCS on frame number 2039 the only such example built. This picture was taken in New York in 1953 Factory Archives

The 2 litre six cylinder engine in Ascari's A6GCS Maserati used at Modena Corrada Millanta





Ascari number 34, Villoresi number 32 and Pozzi with a Talbot at the start of the 1947 Turin GP on the Valentino Circuit Corrado Millanta



Serial number 2014 on the grid for the 1951 GP Roma Karl Ludvigsen





The flared wing A6GCS with coachwork designed by Guglielmo Carraroli Corrado Millanta





(Far left)

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The Formula II-engined A6GCS being built in 1952 immediately prior to the flared wing model Corrado Millanta

The Formula II 2-litre engine in the A6GCS cycle wing sports Maserati Corrado Millanta

The prototype finished and photographed in the factory in 1952. The significance of "ABC" is not known *Corrado Millanta*

Cockpit of the newly bodied car showing deeply cutaway sides and rather tight fitting driver's compartment Karl Ludvigsen





Tipo A6GCS (Series II)

CYLINDERS: Straight 6 BORE & STROKE: 76.5 mm × 72 mm (3.1 in \times 2.9 in) DISPLACEMENT: 1985.6 cc (119.1 cu in) **COMPRESSION RATIO:** 9 : 1 **MAXIMUM BHP: 160 MAXIMUM RPM: 7500** MAXIMUM SPEED: 235 kph (141 mph)WHEELBASE: 2310 mm (92.4 in) FRONT TRACK: 1335 mm (53.4 in)**REAR TRACK:** 1220 mm (48.8 in) **DRY WEIGHT:** 580 kg (1276 lb) **KERB WEIGHT:** 740 kg (1628 lb) **OVERALL LENGTH:** 3840 mm (153.6 in)**OVERALL WIDTH:** 1530 mm (61.2 in)**OVERALL HEIGHT: 860 mm** (34.4 in)**FUEL CAPACITY:** 115 litres (25.3 imp galls) **FUEL CONSUMPTION: 30 litres** per 100 km (9.09 mpg)

TYRE SIZE: 6.00×16 front and rear

NOTES

First competition entry for this model was three factory team cars in the 1953 Mille Miglia. Giletti/ Bertocchi won the 2-litre class and finished sixth overall. The model proved to be a durable and competitive sports car, especially popular with private owners.

PRODUCTION

Numbering commenced with 2040 for Benoit Musy and finished with 2099 (the prototype 300S) in 1955. In reality less than 50 examples were built. The first all-enveloping A6GCS being constructed at the factory in early 1953 Corrado Millanta





The 1954 A6GCS at the Turin Motor Show Corrado Millanta





(Above right)

In late 1952 the new sports car was under construction. The bodies were made by Fantuzzi to his own ideas after discarding the factory body drawings *Corrado Millanta*

The same car showing underbody louvres and finned brake drums Corrado Millanta









A one-off Vignale bodied A6GCS Peter Coltrin

Driven by Jack McAfee/ Hans Hermann in Nurburgring 1000 kms, August 1953. The car was disqualified Factory Archives

A Pinin Farina A6GCS berlinetta alongside a 250F at the 1954 Paris Motor Show. After the show its sale was handled by the French Maserati dealer Ets. Thepenier Karl Ludvigsen

Luigi Musso in the works A6GCS at the start of the 1954 Mille Miglia; he was to finish third overall Corrado Millanta







Francesco Giardini on the way to winning his class in the 1955 Mille Miglia Corrado Millanta

Another A6GCS berlinetta from Pinin Farina on the Maserati stand at the 1954 Turin Motor Show Corrado Millanta

Stirling Moss and Denis Jenkinson sitting in the special engined A6GCS used on their Mille Miglia practice run. This car had a 250F Formula 1 engine (using pump fuel) with de Dion rear end and fourspeed transaxle Denis Jenkinson

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A beautiful one-off A6GCS, serial number 2042. It was thought to have been rebodied by Scaglietti to the order of Mario Cammellini but this cannot be verified *Corrado Millanta*

Pinin Farina built a GT coupe, based on the A6GCS, which entered the 1954 Circuit of Sicily. It is seen here at Palermo. Note the oil over the rear tyre caused by a damaged oil seal Corrado Millanta





Tipo A6GCM

CYLINDERS: Straight 6 BORE & STROKE: 76 mm × 72 mm (3.0 in \times 2.9 in) **DISPLACEMENT:** 1978 cc (118.7 cu in) COMPRESSION RATIO: 13:1 **MAXIMUM BHP: 190 MAXIMUM RPM: 7000** MAXIMUM SPEED: 280 kph (168 mbh)**WHEELBASE:** 2310 mm (92.4 in) **FRONT TRACK:** 1225 mm (49 in) **REAR TRACK:** 1160 mm (46.4 in) **DRY WEIGHT:** 500 kg (1100 kg) **KERB WEIGHT:** 580 kg (1276 lb) **OVERALL LENGTH:** 3600 mm (144 in)**OVERALL WIDTH:** 1500 mm (60 in)**OVERALL HEIGHT:** 1000 mm (40 in)FUEL CAPACITY: 200 litres (44 imp galls) **TYRE SIZE:** 5.25×16 front,

 6.50×16 rear

NOTES

Three different engine capacities were fitted to this Formula 2 Maserati. In addition to the above version, the others were as follows: bore & stroke 75 mm \times 75 mm, capacity 1988 cc, developing 180 bhp @ 7000 rpm; and 72.8 mm \times 80 mm, 1997 cc, developing 180 bhp @ 7000 rpm. In all other respects engine design was identical but the later cars had 12-plug cylinder heads. This F2 Maserati made its European debut at Monza in June 1952, where driving for the factory, Fangio crashed badly keeping him out of the team for the remaining months of 1952.

PRODUCTION

For certain twelve Formula II cars were made, commencing with chassis number 2032. Several were uprated in 1954 to accommodate the 2½-litre Formula I engine as an interim measure.



The Maserati team of three A6GCM's awaiting shipment to the Argentine 1951 GP Factory Archives



The A6GCM Formula 2 car at Monza in 1952 Corrado Millanta





Cockpit of the early A6GCM showing straight gear lever and very slim propellor shaft. The sides are padded for the driver's knees Corrado Millanta

(Below left)

Front suspension of the Formula 2 car showing wide but radial finned brake drums similar to the sports racing version Corrado Millanta

The single ignition version of the Formula 2 car at Monza Corrado Millanta









(Above)

Gonzalez driving the A6GCM at the 1952 Italian GP at Monza Corrado Millanta (Above right)

Chassis of the Formula 2 car which later housed the Grand Prix $2\frac{1}{2}$ litre engine Factory Archives

Oil tank located behind the fuel tank which formed an integral part of the body Factory Archives

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(Below)

The ultimate 2 litre version of the A6GCM with twin magneto ignition Factory Archives

(Below right)

Gonzalez during the Modena GP of 1952 with a works Formula 2 Maserati Corrado Millanta











Interior of the same car with all the little fittings that seems to have been associated with Carrozzeria Frua Rob Box

The factory team in front of the pits at Modena in 1953. Note the different nose and smoother lines of the revised body compared with the 1952 monopostos. The brake design has also been changed Corrado Millanta



A 1952 Frua convertible single-ignition A6G/2000, always better looking with the head erect *Rob Box*

Felice Bonetto smoking his pipe and driving his A6GCM on the Nurburgring in 1952 Corrado Millanta







Fangio using his muscles in a Formula II Maserati at Rheims in 1953 Associated Press

A single-ignition, twincam Zagato coupe of 1955 Factory Archives

Another coupe from Zagato in 1956 Factory Archives



A lovely twin-ignition spyder from Frua in 1957. This is serial number 2196 Richard Crump





CYLINDERS: 4 in line **BORE & STROKE:** 88 mm × 82 mm (3.5 in × 3.1 in) **DISPLACEMENT:** 1987 cc (119.2 cu in) **COMPRESSION RATIO:** 12 : 1 **MAXIMUM BHP:** 182 **MAXIMUM RPM:** 7000

NOTES

A prototype engine built, bench tested, but never fitted into a chassis. Designed by Ing. Massimino it had 4 valves per cylinder with twin plugs; the fuel injection unit was made by Ing. Alfieri. The engine was built in 1954. The Tipo 4CF2 cylinder head showing seats for four valves per cylinder and twin spark plug holes Corrado Millanta

The cast aluminium cylinder head with fuel injection system designed by Ing. Alfieri Corrado Millanta





Tipo A6G-2000 A6G/54G.T.

CYLINDERS: Straight 6 BORE & STROKE: 76.5 mm × 72 mm (3.1 in \times 2.9 in) DISPLACEMENT: 1985 cc (119.1 cu in) COMPRESSION RATIO: 8:1 **MAXIMUM BHP: 160 MAXIMUM RPM: 6000** MAXIMUM SPEED: 195 kph (117 mph)**WHEELBASE:** 2250 mm (90 in) FRONT TRACK: 1360 mm (54.4 in)**REAR TRACK:** 1220 mm (48.8 in) **DRY WEIGHT:** 840 kg (1848 lb) varied according to coachwork **OVERALL LENGTH:** 4280 mm (171.2 in)**OVERALL WIDTH:** 1520 mm (60.8 in)**OVERALL HEIGHT:** 1451 mm (58.0 in)FUEL CAPACITY: 70 litre (15.4 imp galls)

FUEL CONSUMPTION: 11 litres
 per 100 km (24.75 mpg)
TYRE SIZE: 6.00 × 16 front and
 rear

The Frua coupe version, with 'Maserati 2000 Gran Sport' in chrome script on the side Corrado Millanta

NOTES

Following on from the single cam A6G/2000, a production twin-cam model built between 1954 and 1957 alongside its competition equivalent the A6GCS. It gave several Italian coachbuilders an opportunity to display their creative talents.

PRODUCTION

Chassis 2013 to 2031 in 1953, only 16 single cam 2 litre models. Chassis numbers 2101 in 1954 to 2198 in 1957, but only 59 twin cam versions.

Looking more competitive a 1954 version of the Frua coupe Factory Archives







The Frua convertible 2-litre at the 1951 Turin Motor Show Corrado Millanta

A Zagato bodied A6G 2-litre in the 1957 Coppa Intereurope at Monza Corrado Millanta

The attractive 1951 Vignale coupe on A6G-2000 chassis number 2021 'Auto Revue'-Holland



Production 2-litre chassis at the factory waiting col-lection by the various coachbuilders *Corrado Millanta*





The fabulous Zagato bodied A6G-2000 Pete Coltrin



Interior of a 1956 A6G-2000 by Zagato Corrado Millanta

The Allemano bodied A6G-2000 at the 1955 Paris Show Corrado Millanta





Another Zagato version with different frontal treatment made in 1956 Corrado Millanta

The exciting 'double bubble' Tipo A6G-2000 built by Zagato on chassis number 2121. Note the air intake on one side only, centre bonnet rib and incredible roof line Bob Neunreiter



PATTFORNIA




Tipo 150S

CYLINDERS: 4 in line BORE & STROKE: 81 mm × 72 mm $(3.2 in \times 2.9 in)$ DISPLACEMENT: 1484 cc (89.0 cu in) COMPRESSION RATIO: 9.25:1 **MAXIMUM BHP: 140 MAXIMUM RPM: 7500** MAXIMUM SPEED: 230 kph (138 mph)WHEELBASE: 2200 mm (88 in) FRONT TRACK: 1250 mm (50 in) **REAR TRACK:** 1200 mm (48 in) **KERB WEIGHT:** 600 kg (1320 lb) **OVERALL LENGTH: 3800 mm** (152 in)**OVERALL WIDTH:** 1500 mm (60 in)**OVERALL HEIGHT:** 980 mm (39.2 in) FUEL CAPACITY: 125 litres (27.5 imp galls) **TYRE SIZE:** 5.25×16 front,

 5.50×16 rear

NOTES

The first of the all-enveloping 4-cylinder sports racing cars, it made its debut at the 1955 Nurburgring 500 Kilometre race which Jean Behra won. The 150S was popular with amateur racing drivers since it could afford an equal chance of good placings with the more skilled drivers; it was relatively inexpensive to maintain, being a simple four-cylinder engine.

PRODUCTION

Chassis number 1650 to 1676 were produced between January 1955 and March 1957. One 150S-GT coupe was built to special order in December 1957.



The first 150S under construction at the factory in 1955 Corrado Millanta

The same car, chassis number 1650 Corrado Millanta







Jean Behra driving the 150S to victory in the 1955 Nurburgring 500 km race Corrado Millanta

The oil tank was mounted alongside the fuel tank in the 150S, with the spare wheel laid flat behind the driver *Rob Box*







The 150S four cylinder engine with twin ignition Corrado Millanta

The prototype 150S sports racing Maserati on test in early 1955 Factory Archives

Behra at Monza in 1956 with a factory-owned 150S Corrado Millanta

What might have been a production Maserati based on the 150S seen at the factory in 1959. Behind is a 350S V12 Pete Coltrin

The all-enveloping body gave the 150S a clean shape Pete Coltrin





Tipo 52(200S)

CYLINDERS: 4 in line BORE & STROKE: 92 mm × 75 mm $(3.7 in \times 3.0 in)$ DISPLACEMENT: 1993 cc (119.6 cu in) **COMPRESSION RATIO:** 9 : 1 MAXIMUM BHP: 186 **MAXIMUM RPM: 7500** MAXIMUM SPEED: 250 kph (150 mph)WHEELBASE: 2200 mm (88 in) FRONT TRACK: 1250 mm (50 in) **REAR TRACK:** 1200 mm (48 in) **KERB WEIGHT:** 670 kg (1474 lb) **OVERALL LENGTH:** 3900 mm (156 in)**OVERALL WIDTH:** 1450 mm (58 in)**OVERALL HEIGHT: 980 mm** (39.2 in)

Tipo 52(200SI)

CYLINDERS: 4 in line BORE & STROKE: 92 mm × 75 mm $(3.7 in \times 3.0 in)$ DISPLACEMENT: 1993 cc (119.6 cu in) **COMPRESSION RATIO:** 9.5 : 1 **MAXIMUM BHP: 190 MAXIMUM RPM:** 7800 MAXIMUM SPEED: 260 kph (156 mph)WHEELBASE: 2150 mm (86 in) **FRONT TRACK:** 1250 mm (50 in) **REAR TRACK:** 1200 mm (48 in) **KERB WEIGHT:** 660 kg (1452 lb) **OVERALL LENGTH:** 3900 mm (156 in) OVERALL WIDTH: 1450 mm (58 in) **OVERALL HEIGHT: 980 mm** (39.2 in)

FUEL CAPACITY: 120 litres
 (26.4 imp galls)
TYRE SIZE: 6.00 × 16 front and
 rear

NOTES

The 2-litre version of the 4-cylinder sports racing car was more successful than the 1½-litre in similar class events particularly in Italy and USA.

PRODUCTION

Chassis numbers 2401 to 2433 were produced between April 1956 and July 1958. Some of the intermediate numbers related to the 200SI, and some were uprated to 2.5-litre.

FUEL CAPACITY: 130 litres (28.6 imp galls) TYRE SIZE: 5.50×16 front, 6.50×16 rear

NOTES

The 200SI was built for the FIA International rules, otherwise was identical to the 200S. With a modified engine giving slightly more power, and optional 5-speed gearbox, this model was a competitive sports racing car.

PRODUCTION

See 200S. Last 200SI (Sport Internazionale) was number 2419 built in October 1957. The basic four cylinder two litre Tipo 200S engine which was used also in marine form for boat racing Factory Archives





Hans Tanner examining the engine compartment of a 200S at Modena in 1956 Hans Tanner







Willy Dietwyler storming up Tiefencastel hillclimb in August 1957 in his own 2008 Rob Box

An earlier 200SI with wet weather equipment including single wiper Factory Archives Certainly one of the most handsome of Maserati, this Tipo 200SI number 2419, has full width screen and head fairing Captain R. S. Stevens









Not a pretty sight! The hood for regulations not protection. Tipo 200SI February 1957 Factory Archives

Additional bonnet intakes, single screen and metal tonneau cover greatly improved the appearance Factory Archives



CYLINDERS: 4 in line BORE & STROKE: 96 mm × 86 mm (3.8 in \times 3.4 in) **DISPLACEMENT:** 2489 cc (149.3 cu in) **COMPRESSION RATIO: 9.7:1 MAXIMUM BHP: 235 MAXIMUM RPM: 7000** MAXIMUM SPEED: 270 kph (162 mph)**WHEELBASE:** 2200 mm (88 in) **FRONT TRACK:** 1250 mm (50 in) **REAR TRACK:** 1200 mm (48 in) **KERB WEIGHT:** 680 kg (1496 lb) **OVERALL LENGTH:** 3900 mm (156 in)**OVERALL WIDTH:** 1450 mm (58 in)**OVERALL HEIGHT: 980 mm** (39.2 in)FUEL CAPACITY: 130 litres (28.6 imp galls)

TYRE SIZE: 5.50×16 front, 6.00×16 rear

NOTES

What many drivers considered to be the ultimate permutation of the 2½-litre engine, was installed in a lightweight chassis almost identical to the 200S frame. Again, it was a success in up-to-3000 cc sports car classes.

PRODUCTION

Records show only four cars built from mid-1958 to the end of that year. Serial number 2432 was a 'real' 250S: it may be that the other three were bored-out 200SIs. An experiment tried by the factory for the 1954 Supercortemaggiore race. It is an A6GCS with righthand steering powered by a 2½-litre, six cylinder engine Corrado Millanta

250S-6 (engine)

CYLINDERS: Straight 6 BORE & STROKE: 84 mm × 75 mm $(3.4 in \times 3.0 in)$ DISPLACEMENT: 2492 cc (149.5 cu in)COMPRESSION RATIO: 9 : 1 MAXIMUM BHP: 230 MAXIMUM RPM: 7000

NOTES

Records show only one version of the 250S-6 was built. Its number is not recorded. Bertocchi, nearest Juan Manuel Fangio, pushing the same 250S to the start of a Monza race in 1954. The air slits in the rear wings have been welded up *Corrado Millanta*









Certificate of origin for a tipo 250S four-cylinder. Obviously frame number 2432 was consigned to Carroll Shelby in August 1958 Factory Archives

(Above left)

Externally almost identical to the 2-litre, the 250S engine was the ultimate development of this fourcylinder design *Rob Box*

Tipo 250S, serial number 2432, seen at the Nurburgring in 1976 Rob Box

Tipo 300S and 58

CYLINDERS: Straight 6 BORE & STROKE: 84 mm × 90 mm $(3.4 in \times 3.6 in)$ **DISPLACEMENT:** 2991 cc (179.5 cu in) COMPRESSION RATIO: 9.25 : 1 **MAXIMUM BHP: 280 MAXIMUM RPM: 7000** MAXIMUM SPEED: 290 kph (174 mph)**WHEELBASE:** 2310 mm (92.4 in) FRONT TRACK: 1300 mm (52 in)**REAR TRACK:** 1250 mm (50 in) **KERB WEIGHT:** 750 kg (1650 lb) **OVERALL LENGTH:** 4150 mm (166 in) **OVERALL WIDTH:** 1450 mm (58 in) **OVERALL HEIGHT: 980 mm** (39.2 in) FUEL CAPACITY: 150 litres (33.0 imp galls)

TYRE SIZE: 6.00×16 front, 6.50×16 rear

NOTES

The 300S proved a popular and successful sports racing car, with many examples going to USA, both Cunningham and Parravano having a team of three cars each.

PRODUCTION

Chassis were numbered from 3050 to 3083 and were built between January 1955 and June 1958.

The Tipo 58 was the 12 cylinder version of the same car which developed 305 bhp @ 10,000 rpm. One V 12 engine was tried in a 300S chassis.



The 1954 300S Maserati chassis Corrado Millanta

Omer Orsi hearing Bertocchi's opinion of the prototype 300S at the Modena autodrome in 1954 Factory Archives



Rear end of a 1955 300S showing five-speed transaxle, de Dion tube and transverse leaf spring Corrado Millanta



The 1955 version of the 300S Corrado Millanta

The 1956 300S engine layout. In reality a boredout 250F GP engine was put into these cars *Corrado Millanta*





Stirling Moss refuelling the 300S in which he and Jean Behra drove to win the 1000 km Nurburgring race on 27th May 1956. Bertocchi is changing a wheel while Harry Schell aids Behra with his goggles *Corrado Millanta*



A 1958 tipo 300S in South Africa with Fanie Viljohn. This was the second to last 300S constructed; frame number 3082, consigned in the 1960's to the Angola racing team F. Viljohn

Tipo 250F



CYLINDERS: Straight 6 BORE & STROKE: 84 mm × 75 mm $(3.4 in \times 3.0 in)$ **DISPLACEMENT:** 2493 cc (149.6 cu in) COMPRESSION RATIO: 12 : 1 MAXIMUM BHP: 270 **MAXIMUM RPM:** 8000 MAXIMUM SPEED: 300 kph (180 mph)WHEELBASE: 2280 mm (91.2 in)FRONT TRACK: 1300 mm (52 in)**REAR TRACK:** 1250 mm (50 in) **KERB WEIGHT:** 630 kg (1386 lb) **OVERALL LENGTH:** 4050 mm (162 in)**OVERALL WIDTH:** 980 mm (39.2 in)**OVERALL HEIGHT: 950 mm** (38 in) FUEL CAPACITY: 200 litres (44 imp galls) FUEL CONSUMPTION: 57 litres per 100 km (5 mpg) **TYRE SIZE:** 5.50×16 front, 7.00×16 rear

NOTES

An experimental engine with bore & stroke altered to 81 mm \times 80 mm giving a displacement of 2471 cc was also built, but never used in a chassis. The 250F was always being modified by the factory while racing continued between 1954 and 1957. Basically there were three types — the early cars with 4-speed gearboxes, the middle series with 5-speed boxes and modified brakes and the last type with all the previous modifications, and a lightweight chassis. The 250F is often described as the most classically beautiful post war single-seater ever to reach a racing circuit.

PRODUCTION

Chassis numbers were 2501 to 2534 inclusive, with the exception of 2517 (i.e. 32 cars). The first appeared in 1954; the last two in 1958 for Temple Buell and were not factory team cars.







The prototype 250F, number 2501, at the factory in 1953. These early G.P. cars had welded, not riveted, fuel tanks Corrado Millanta

(Above left)

After the test run, a discussion with Ing. Alfieri Corrado Millanta

Bertocchi about to try the prototype 250F at the Modena autodrome in 1953 Corrado Millanta The prototype, complete with paint and new nose treatment, after it had been shown at the 1954 Paris Show. It became a team car for the next three seasons, being continually updated as G.P. developments progressed, and the serial number was absorbed into a later car Corrado Millanta



Number 2501 on the Rheims circuit for the 1954 French Grand Prix Corrado Millanta





No less than six 250F Maseratis preparing for the 1954 Spanish Grand Prix Corrado Millanta

The privately owned 250F of Stirling Moss number 2508. On the left of the pit counter is Moss' mechanic Alf Francis Pete Coltrin

The factory 250F team at Spa for the 1954 Belgium Grand Prix Factory Archives

Bira's 250F number 2504 at the 1954 German Grand Prix Corrado Millanta







(Above right)

The four-speed transaxle used on the early 250F Maseratis. The factory later used a five-speed unit and, towards the end, a needle-roller transaxle all designed by Valerio Colotti

Factory Archives

The streamliner on chassis number 2518 as driven by Jean Behra in 1955 Corrado Millanta





Fangio on his winning way in the 1957 Monaco GP with the new lightweight chassis 250F Corrado Millanta



The factory team of lightweight 250Fs at Monaco in 1957 Corrado Millanta

Fangio's 250F which finished second in the 1957 Italian GP. The nose band was painted yellow *Corrado Millanta*





Scarlatti's 250F in the 1957 Italian GP Corrado Millanta





Bonnier's Centro-Sud 250F at the 1957 Italian GP Corrado Millanta

Joakim Bonnier in chassis number 2524 at Monte Carlo in 1958 Corrado Millanta





The Temple Buell 250F cars ready to go to the New Zealand GP. In white overalls in the middle is Fantuzzi who fabricated the 'Piccolo' noses Pete Coltrin

The streamline 250F, serial number 2518, during tests at the Monza autodrome Corrado Millanta

The modified tail as fitted to one Scuderia Buell team car pictured above Pete Coltrin







Tipo 250F-Iniezione (engines)

CYLINDERS: Straight 6 **BORE & STROKE:** 84 mm × 75 mm (3.4 in × 3.0 in) **DISPLACEMENT:** 2493 cc (149.6 cu in) **COMPRESSION RATIO:** 12.5 : 1 **MAXIMUM BHP:** 310 **MAXIMUM RPM:** 8000 **CYLINDERS:** Straight 6 **BORE & STROKE:** 84 mm × 75 mm (3.4 in × 3.0 in) **DISPLACEMENT:** 2493 cc (149.6 cu in) **COMPRESSION RATIO:** 11 : 1 **MAXIMUM BHP:** 290 **MAXIMUM RPM:** 8000

NOTES

An experimental engine with *direct* Bosch fuel injection and desmodromic valve gear.

NOTES

Another experimental engine but with *indirect* fuel injection which resulted in a decrease in power.



The 1956 250F direct injection engine from the intake side Corrado Millanta The same 250F injection engine from the pump side Factory Archives



A 250F with injection engine Factory Archives



Tipo 250F/V12

CYLINDERS: V 12 (60°) BORE & STROKE: 68.7 mm × 56 mm (2.7 in \times 2.2 in) **DISPLACEMENT:** 2489 cc (149.3 cu in) COMPRESSION RATIO: 12:1 **MAXIMUM BHP: 320 MAXIMUM RPM:** 12,000 MAXIMUM SPEED: 315 kph (189 mph)**WHEELBASE:** 2300 mm (92 in) FRONT TRACK: 1310 mm (52.4 in)**REAR TRACK:** 1250 mm (50 in) **KERB WEIGHT:** 650 kg (1430 lb) **OVERALL LENGTH:** 4350 mm (174 in)**OVERALL WIDTH:** 900 mm (36 in) **OVERALL HEIGHT: 900 mm** (36 in)FUEL CAPACITY: 230 litres (50.6 imp galls) **TYRE SIZE:** 5.50×16 front, 7.00×16 rear

NOTES

The V 12 250F engine was developed during 1957 and fitted into number 2523 chassis. This car remained in existence in 1958 until 2531 was constructed as a permanent V 12 GP car; although this too was renumbered. However the factory stopped actively racing Grands Prix at the end of 1957 after winning the World Championship, and V 12 development ceased.

PRODUCTION

It is difficult to be factual about the exact number of 'true' V 12 250Fs since it was common practice for the factory to try out this complicated engine in different chassis.

A strengthened 250F chassis with central mounted 450S type steering box to allow accommodation of the V12 engine Hans Tanner



Megaphone exhausts ending before the rear wheels, show this car to be the first V12 Hans Tanner







The 250F V12 engine at Monte Carlo in 1957 Corrado Millanta

The first 250F V12 Maserati at the factory in 1957 Factory Archives

Jean Behra driving another type V12 250F during the 1957 Italian GP Corrado Millanta

With subtle engine differences the same car at Monza in 1957 Corrado Millanta









Together with another V12 car, the external differences can be clearly seen Foto technica

Fangio practising the V12 250F at Monte Carlo in 1957. He did not race this actual Maserati in the Grand Prix Molter

Tipo 53 (350S)

CYLINDERS: Straight 6 BORE & STROKE: 86 mm × $100 \text{ mm} (3.4 \text{ in} \times 4.0 \text{ in})$ DISPLACEMENT: 3483 cc (208.9 cu in) **COMPRESSION RATIO:** 9.8 : 1 **MAXIMUM BHP: 325 MAXIMUM RPM: 6000** MAXIMUM SPEED: 300 kph (180 mph)**WHEELBASE:** 2325 mm (93 in) **FRONT TRACK:** 1300 mm (52 in) **REAR TRACK:** 1260 mm (50.4 in) **KERB WEIGHT:** 760 kg (1672 lb) **OVERALL LENGTH:** 4200 mm (168 in) **OVERALL WIDTH:** 1500 mm (60 in)**OVERALL HEIGHT: 980 mm** (39.2 in)FUEL CAPACITY: 150 litres (33 imp galls)

TYRE SIZE: 6.00×16 front, 7.00 × 16 rear

NOTES

What was considered as a positive step by the factory of increasing engine capacity in a modified 300S chassis, was not a great success. Built for sports car racing in 1957, Stirling Moss and Denis Jenkinson used one for the Mille Miglia that year.

PRODUCTION

At least four cars were built, the first chassis was numbered 3501 in 1956.

At the Modena test circuit with the 350S. Stirling Moss is seen holding his helmet, behind is Denis Jenkinson, next to him Ing. Colliti, later responsible for the Tec-Mec Maserati. Wearing his helmet is Bertocchi while Ing. Alfieri with his hands behind his back ponders the problems Denis Jenkinson







The 350S engine of Moss' Mille Miglia car in 1956 Denis Jenkinson

Moss and Jenkinson setting off in the 1956 Mille Miglia in the new 350S Pete Coltrin



Tipo 54 (450S)

CYLINDERS: V 8 (90°) BORE & STROKE: 93.8 mm × 81 mm (3.8 in \times 3.2 in) DISPLACEMENT: 4477 cc (268.6 cu in) COMPRESSION RATIO: 9.6 : 1 MAXIMUM BHP: 400 **MAXIMUM RPM: 7500** MAXIMUM SPEED: 310 kph (186 mph) **WHEELBASE:** 2400 mm (96 in) **FRONT TRACK:** 1350 mm (54 in) **REAR TRACK:** 1300 mm (52 in) KERB WEIGHT: 786 kg (1729.2 lb)**OVERALL LENGTH:** 4350 mm (174 in)**OVERALL WIDTH:** 1550 mm (62 in)**OVERALL HEIGHT:** 1000 mm (40 in) FUEL CAPACITY: 160 litres (35.2 imp galls) **TYRE SIZE:** 6.00×16 front, 7.00×16 rear

NOTES

The brutish 4½-litre racing car was proved to be incredibly fast, but rather too powerful for its chassis and brakes, thus keeping it from the success it might otherwise have had. It won the 1957 Sebring 12 Hour and Swedish Grand Prix races.

PRODUCTION

The first chassis, numbered 4501, was subsequently converted into the Le Mans Coupe. The last was 4520 in October 1959. Either ten or eleven cars were completed from late 1956 to that date.



The Tipo 54 or 450S prototype chassis at the factory in 1954 Corrado Millanta

The 450S V8 Maserati engine Corrado Millanta




Fangio with the 450S during the Buenos Aires race Factory Archives



The first 450S for Temple Buell being tested at Modena, 1 to r Hans Tanner, Temple Buell, Horace Gould and Bertocchi in the driver's seat Hans Tanner





A 1956 450S ready for shipment to the Parravano team in the USA Guy Foog

Jean Behra testing a 450S on the Monza track April 24, 1957 Publifoto



The 450S at the 1957 Mille Miglia Corrado Millanta The 1958 Eldorado Maserati in its intitial form shown outside the factory on June 8 of that year *Publifoto*

The incredible Zagato bodied 450S Le Mans coupe at the factory with Hans Tanner and Bertocchi. This photograph was taken after the car was rebuilt, in shortened form for its American customer Pete Coltrin





¥ Tipo 57(350S)

CYLINDERS: V 12 (60°) BORE & STROKE: 73.8 mm × 68 mm (2.9 in \times 2.7 in) **DISPLACEMENT:** 3495 cc (209.7 cu in) COMPRESSION RATIO: 10:1 **MAXIMUM BHP: 335 MAXIMUM RPM: 9000** MAXIMUM SPEED: 320 kph (192 mph)**WHEELBASE:** 2310 mm (92.4 in) **FRONT TRACK:** 1300 mm (52 in) **REAR TRACK:** 1250 mm (50 in) **KERB WEIGHT:** 768 kg (1716 lb) OVERALL LENGTH: 4100 mm (164 in) **OVERALL WIDTH:** 1350 mm (54 in)**OVERALL HEIGHT: 900 mm** (36 in)

FUEL CAPACITY: 180 litres (39.6 imp galls) **TYRE SIZE:** 6.00×16 front, 7.00 $\times 16$ rear

NOTES

Three additional V 12 engines were tried in the 350S; bore & stroke 73.8 mm \times 56 mm, 70.3 mm \times 64 mm and 68.2 mm \times 68 mm.

PRODUCTION

One car was built in May 1957; number 3503, used by Hans Herrmann in the 1957 Mille Miglia where it retired. The 350S V12 which was to be used at Monza in 1957. Jean Behra burnt a piston during testing Factory Archives



The same car at the 1957 Mille Miglia. Driver Hans Hermann with his hand on the wheel, on his right is team manager Ugolini Corrado Millanta



Tipo 420/M/58 and 420/M/59

CYLINDERS: V 8 (90°) BORE & STROKE: 93.8 mm × 75.8 mm (3.7 in \times 3.0 in) **DISPLACEMENT:** 4190 cc (251.4 cu in) COMPRESSION RATIO: 12.5 : 1 MAXIMUM BHP: 410 **MAXIMUM RPM: 8000** MAXIMUM SPEED: 350 kph (210 mph)**WHEELBASE:** 2400 mm (96 in) **FRONT TRACK:** 1300 mm (52 in) **REAR TRACK:** 1250 mm (50 in) KERB WEIGHT: 758 kg (1667.6 lb) **OVERALL LENGTH:** 4800 mm (192 in) **OVERALL WIDTH:** 1200 mm (48 in)**OVERALL HEIGHT:** 1100 mm (44 in)

FUEL CAPACITY: 250 litres (55 imp galls) **TYRE SIZE:** Firestone 'Specials'

NOTES

This was a single seater Maserati sponsored by the Eldorado Ice Cream Company of America, fitted with two-speed gearbox specifically for the Monza banked circuit in 1958. The second version was fitted with a 4.7-litre engine designated 420/M/59 for 1959 Indianapolis 500.

PRODUCTION

The Monza car was chassis number 4203, the Indy version being 4515.

The 420/M/58 or Eldorado Maserati at Monza in 1958 Corrado Millanta



The two-speed gearchange mounted at an extreme angle Corrado Millanta



The 420/M/59 which went to Indianapolis in 1959 Pete Coltrin

A more conventional layout of gear lever did nothing to improve the success of Eldorado sponsored Maseratis Pete Coltrin

Tipo 101(3500GT) *Tipo* 101-Iniezione (3500GTI)

CYLINDERS: Straight 6 BORE & STROKE: 86 mm × 100 mm $(3.4 in \times 4.0 in)$ DISPLACEMENT: 3485 cc (209.1 cu in) COMPRESSION RATIO: 8.5 : 1 **MAXIMUM BHP: 220/235*** MAXIMUM RPM: 5500/5800* MAXIMUM SPEED: 215 kph (129 mph)/230 kph (138 mph)* **WHEELBASE:** 2600 mm (104 in) for Coupe, 2500 mm (100 in) for Spyder FRONT TRACK: 1390 mm (55.6 in)**REAR TRACK:** 1360 mm (54.4 in) **DRY WEIGHT:** 1300 kg (2860 lb) KERB WEIGHT: 1420 kg (3124 lb) for Coupe, 1380 kg (3036 lb) for Spyder **OVERALL LENGTH:** 4780 mm (191.2 in) for Coupe, 4450 mm (178 in) for Spyder **OVERALL WIDTH:** 1760 mm (70.4 in) for Coupe, 1635 mm (65.4 in) for Spyder **OVERALL HEIGHT:** 1300 mm (52 in) for Coupe, 1310 mm (52.4 in) for Spyder FUEL CAPACITY: 80 litres (17.6 imp galls) **FUEL CONSUMPTION:** 20-15 litres per 100 km (13.6-18.18 mpg) **TYRE SIZE:** 6.50×16 front and rear FRONT TRACK*: 1390 mm (55.6 in)REAR TRACK*: 1360 mm (54.4 in)KERB WEIGHT*: 1320 kg (2904 lb) for Touring

Vignale Coupe, 1310 kg (2882 lb) for Vignale Spyder **OVERALL LENGTH*:** 4780 mm (191.2 in) for Touring Coupe, 4470 mm (178.8 in) for Vignale Coupe, 4450 mm (178 in) for Vignale Spyder

Coupe, 1372 kg (3018.4 lb) for

FUEL CAPACITY*: 80 litres (17.6 imp galls) for Touring Coupe, 75 litres (16.5 imp galls) for Vignale Coupe and Spyder

FUEL CONSUMPTION*: 20-15 litres per 100 km (13.6-18.18 mpg)

- **TYRE SIZE*:** 185×16 front and rear (600 × 15 on request)
- WHEELBASE*: 2600 mm (104 in) for Touring Coupe, 2500 mm (100 in) for Vignale Spyder
- **OVERALL WIDTH*:** 1760 mm (70.4 in) for Touring Coupe, 1665 mm (66.6 in) for Vignale Coupe, 1635 mm (65.4 in) for Vignale Spyder
- **OVERALL HEIGHT*:** 1300 mm (52 in) for Touring Coupe, 1350 mm (54 in) for Vignale Coupe, 1310 mm (52.4 in) for Vignale Spyder

NOTES

The fixed head coupe and Spyder by Vignale had a shorter wheelbase than the Touring of Milan version of the 3500 GTI, which continued to be built in aluminium, while Vignale used steel panels.



PRODUCTION

Chassis numbered from 101:290 for the fixed head in 1959 and from 101:505 in 1959 for the spyder convertible. Even numbers were applied to the coupe and odd numbers to the convertibles. Both models were discontinued at the end of 1964. 2 by Bertone, 4 by Allemano, 1978 by Touring of Milan, 1 by Frua, a spyder and 242 Vignale spyders were made in total, including the Tipo 101.

The 3500GT chassis for the production cars, the main section being oval tube *Factory Archives*

The 3500GT carburettor engine with ZF four-speed gearbox Factory Archives







Shown at the Geneva Show in 1957 the 3½-litre six cylinder had a long life as a production engine Factory Archives



The 1958 3500GT by Touring. Note absence of side parking lights Corrado Millanta

The first 3500GT with Touring of Milan coachwork Factory Archives



A rare Allemano bodied 3500GT with twin rear wipers Factory Archives



The six cylinder carburettor 3500GT engine in a Touring of Milan version Corrado Millanta







Luggage space was ample, the spare wheel being secreted under-floor Corrado Millanta

Interior of 3500GT by Touring gave the driver plenty of information *Corrado Millanta*

The 3500GT Iniezione coupe by Touring Factory Archives



The 3500GT injection engine used so extensively in the middle and late series production cars Factory Archives





The 3500GTI was a fast and luxurious road car Factory Archives





The 3500GTI by Boneschi at Turin Motor Show 1962 Richard Crump

The second Boneschi bodied car at Geneva in 1963 Richard Crump



The lovely Frua bodied 3500GT with wire wheels and rectangular headlamps was a one-off *Rob Box*

Another Frua built 3500GT one-off with Boranni steel wheels and subtle styling changes to coachwork and interior *Rob Box*



Frua built convertible on the 3500GT chassis Factory Archives





The Frua convertible was heavily covered with chrome strips Factory Archives

The one-off by Bertone on the 1959 3500GT chassis Factory Archives



The 1961 version of the Vignale Spyder 3500GTI Factory Archives

The lovely Vignale Spyder of 1962. The hardtop was extra, as were wire wheels *Factory Archives*

The later Spyders by Vignale had the shorter wheelbase. Wire wheels were optional Factory Archives









The 3500GTIS by Vignale later known as the Sebring Factory Archives



Interior of the Vignale Sebring coupe Rob Box

Tipo 103(5000GT)

CYLINDERS: V 8 (90°) BORE & STROKE: 98.5 mm × 81 mm (3.9 in \times 3.2 in) **DISPLACEMENT:** 4935 cc (296.1 cu in) COMPRESSION RATIO: 8.5:1 **MAXIMUM BHP: 350 MAXIMUM RPM: 6000** MAXIMUM SPEED: 270 kph (162 mph)**WHEELBASE:** 2600 mm (104 in) FRONT TRACK: 1390 mm (55.6 in)**REAR TRACK:** 1360 mm (54.4 in) KERB WEIGHT: 1600 kg $(3520 \ lb)$ **OVERALL LENGTH:** 4580 mm (183.2 in)**OVERALL WIDTH:** 1680 mm (67.2 in)**OVERALL HEIGHT:** 1300 mm (52 in)FUEL CAPACITY: 100 litres (22 imp galls) **TYRE SIZE:** 6.50×16 front and rear

NOTES

The first series 5-litre car had a 4-speed ZF gearbox, Weber 45IDM carburettors, disc brakes at the front and drum at rear. The series II 5000GT was equipped with Lucas fuel injection, five-speed transmission and disc brakes all round.

PRODUCTION

First shown at the Turin Show 1959, chassis were numbered alternately from 103:002 on 15th October of that year to 103:066 on 28th October 1964. Total production of both first and second series was 32 cars. Of both types, 20 by Allemano, 4 by Touring of Milan, 1 by Ghia, 1 by Pinin Farina, 1 by Michelotti, 1 by Monterosa, 2 by Frua, 1 by Bertone and, supposedly, a convertible by Vignale.







The 5000GT Maserati with Ghia coachwork in 1961 Carrozzeria Ghia



Equally stylised rear end treatment of AM103:018 for Sig. Innocenti *Ghia*



Interior of the 1961 Ghia car chassis no. 103:018. Carrozzeria Ghia



The 5000GT 'Indianapolis' by Michelotti/ Allemano Factory Archives





The Monterosa bodied 5000GT at the factory Pete Coltrin

The second series 5000GT injection engine Factory Archives The 5000GT with Bertone coachwork Carrozzeria Bertone



(Below)

A second series Allemano bodied 5000GT Rob Box

(Below right)

Interior of the Allemano version Rob Box









5000GT Superleggera by Touring of Milan exhibited at the Turin Show in November 1959 'Auto Revue'-Berne

A 1963 5000GT with Frua coachwork Carrozzeria Frua

Tipo 59 and 62 (marine engines)

Tipo 59 **CYLINDERS:** V 8 (90°) **BORE & STROKE:** 103 mm × 85 mm (4.1 in × 3.4 in) **DISPLACEMENT:** 5657 cc (339.4 cu in) **COMPRESSION RATIO:** 10.6 : 1 **MAXIMUM BHP:** 520 **MAXIMUM RPM:** 7000

NOTES

Marine engine. One was supplied to the Cunningham Team and modified by Alfred Momo who squeezed this 5.6 litre unit into a Tipo 151. *Tipo 62* **CYLINDERS:** V 8 (90°) **BORE & STROKE:** 110 mm × 85 mm (4.4 in × 3.4 in) **DISPLACEMENT:** 6458 cc (387.5 cu in) **COMPRESSION RATIO:** 11 : 1 **MAXIMUM BHP:** 580 **MAXIMUM RPM:** 6000

NOTES

Marine engine.









The 5657cc V8 engine around which Maserati based their high capacity marine units (450S) Factory Archives

(Above left)

The same engine in marine form and designated Tipo 59 Pete Coltrin

Tipo 62, 6200cc marine engines installed in racing hydroplanes for use on the Italian lakes Factory Archives

Tipo 60 (Birdcage)

CYLINDERS: 4 in line BORE & STROKE: 93.8 mm × 72 mm (3.7 in × 2.9 in) DISPLACEMENT: 1989 cc (119.3 cu in) COMPRESSION RATIO: 9.8 : 1 MAXIMUM BHP: 200 MAXIMUM RPM: 7800 MAXIMUM RPM: 7800 MAXIMUM SPEED: 240 kph (144 mph) WHEELBASE: 2200 mm (88 in)

FRONT TRACK: 1250 mm (50 in) REAR TRACK: 1200 mm (48 in) KERB WEIGHT: 585 kg (1287 lb) OVERALL LENGTH: 3800 mm

(152 in)

OVERALL WIDTH: 1500 mm (60 in)

OVERALL HEIGHT: 900 mm (36 in)

FUEL CAPACITY: 120 litres (26.4 imp galls) **TYRE SIZE:** 5.50×16 front, 6.00×16 rear

NOTES

The 2-litre Tipo 60 was the first of the 'Birdcage' chassis Maseratis, best described by Karl Ludvigsen as ''a near-infinite number of tubes of near-infinite thinness''. The engine was 'dry sumped' and fitted into the chassis at an angle of 45°. It was a very successful sports racing car used extensively by Cunningham and the Camoradi Racing Team.

PRODUCTION

Six cars were built from the end of 1959 and throughout 1960. Chassis numbers were 2451, 2460, 2462, 2465, 2466 and 2468.



The Tipo 60 taking shape at the factory in winter 1958/1959 Corrado Millanta





The almost completed tipo 60 inside the factory, March 1959 Corrado Millanta

With engine installed there was little room for anything else Corrado Millanta Some indication of the chassis design can be seen from this picture of the prototype in 1958/1959 Corrado Millanta



Mennato Boffa, number 68, in a tipo 60, frame number 2465, at the Aspern sports car race in April 1961 E. Hofer







The rear end of the prototype Corrado Millanti

Todaro in his Birdcage being chased by a Porsche at Innsbruck in 1962 E. Hofer



Tipo 61 (Birdcage)

CYLINDERS: 4 in line BORE & STROKE: 100 mm × 92 mm $(4.0 in \times 3.7 in)$ **DISPLACEMENT:** 2890 cc $(173.4 \ cu \ in)$ **COMPRESSION RATIO:** 9:1 **MAXIMUM BHP: 250 MAXIMUM RPM: 7000** MAXIMUM SPEED: 240 kph (144 mph)WHEELBASE: 2200 mm (88 in) FRONT TRACK: 1250 mm (50 in) **REAR TRACK:** 1200 mm (48 in) **KERB WEIGHT:** 600 kg (1320 lb) OVERALL LENGTH: 3800 mm (152 in)**OVERALL WIDTH:** 1500 mm (60 in)**OVERALL HEIGHT: 1000 mm** (40 in)FUEL CAPACITY: 120 litres (26.4 imp galls)**TYRE SIZE:** 5.50×16 front, 6.00 x 16 rear

NOTES

The 3-litre Birdcage first appeared in September 1959 and two cars went to the Nassau Speed Week in December. Both retired, but still the Camoradi Team ordered three Tipo 61s and with Stirling Moss won the 1960 Cuban GP. Again with Moss, aided by Gurney, the car won the Nurburgring 1000 kms race.

PRODUCTION

Chassis numbers were 2452 to 2472 excepting 2460, 2462, 2465 and 2466 which were Tipo 60 Maseratis. The factory stopped making the front engined Birdcages in December 1960.



The intricate Birdcage Tipo 61 chassis Pete Coltrin





The Tipo 61 announced in late 1959 Factory Archives

The 3 litre Birdcage was a fast and popular sports racing Maserati which had a long competition life even after the factory stopped entering them Factory Archives



Stirling Moss driving a Tipo 61 in the 1960 Cuban GP in Havana Factory Archives



Carroll Shelby sliding his Tipo 61 at Riverside in October 1960 James Sitz



Jim Jeffords at Laguna Seca in 1960 with the ex-Le Mans streamline tipo 60/61 Hans Tanner

Bob Drake at Riverside in 1960 with a tipo 61 Hans Tanner



Tipo 104

Based on the Tipo 103 chassis but with a 3.8-litre V8 engine, this prototype was constructed in 1961 Factory Archives **CYLINDERS:** V8 (90°) **BORE & STROKE:** 85 mm × 85 mm (3.4 in × 3.4 in) **DISPLACEMENT:** 3856 cc (231.2 cu in) **COMPRESSION RATIO:** 8.5 : 1 **MAXIMUM BHP:** 290 **MAXIMUM RPM:** 6000

NOTES

Built as a one-off, but intended for production. Only one example was constructed although never finished.





A factory disguise! The Tipo 104 while on test carried the insignia 5500GT when in fact it was a prototype 3800GT Factory Archives

With empty engine compartment, the bodywork of the Tipo 104 was distinctive by virtue of the intricate bonnet line Factory Archives


Tipo 63/1 (engine) *Tipo* 63/64

Tipo 63/1

CYLINDERS: V8 (90°) **BORE & STROKE:** 81 mm × 72 mm (3.2 in × 2.9 in) **DISPLACEMENT:** 2930 cc (175.8 cu in) **COMPRESSION RATIO:** 9 : 1 **MAXIMUM BHP:** 290 **MAXIMUM RPM:** 7500

NOTES

An experimental engine built for the rear engine Birdcage but never used in the chassis.

Tipo 63/64

CYLINDERS: 4 in line BORE & STROKE: 100 mm \times 92 mm (4.0 in \times 3.7 in) DISPLACEMENT: 2890 cc (173.4 cu in) COMPRESSION RATIO: 9.8 : 1 MAXIMUM BHP: 260 MAXIMUM RPM: 7000 MAXIMUM SPEED: 260 kph (156 mph) WHEELBASE: 2200 mm (88 in) FRONT TRACK: 1225 mm (49 in) REAR TRACK: 1200 mm (48 in) KERB WEIGHT: 640 kg (1408 lb) OVERALL LENGTH: 3940 mm (157.6 in) OVERALL WIDTH: 1540 mm (61.6 in) OVERALL HEIGHT: 960 mm (38.4 in) FUEL CAPACITY: 120 litres (26.4 imp galls) TYRE SIZE: 5.50 \times 16 front, 6.00 \times 16 rear

NOTES

The first of the rear engined Birdcage cars. They did not enjoy the same number of victories as their predecessors, the Tipo 60 and 61. Raced extensively by Camoradi, Cunningham and Scuderia Serenissima, they were first introduced for the 1961 season.

PRODUCTION

Chassis numbers were 63002, 63004, 63006 and 63008.





The first Tipo 63 under construction for the Cunningham team Pete Coltrin

The same car with windscreen at Le Mans regulation height Pete Coltrin





The Tipo 63 was tested at the Modena autodrome with an aluminium sheet in place of the windscreen to determine air flow and correct height. At the rear of the carl to r Ing. Alfieri, Scarlatti and Bertocchi Pete Coltrin



The first completed Tipo 63 for Cunningham Factory Archives







The first Scuderia Serenissima Tipo 63 at Modena early in 1961 Pete Coltrin

Bertocchi testing the fourcylinder Scuderia Serenissima car. Later the tail fin headrest was removed *Pete Coltrin*

Tipo 151



CYLINDERS: V8 (90°) BORE & STROKE: 91 mm × 75.8 mm $(3.6 in \times 3.0 in)$ **DISPLACEMENT:** 3943 cc (236.6 cu in) COMPRESSION RATIO: 9.7 : 1 **MAXIMUM BHP: 360 MAXIMUM RPM: 7000** MAXIMUM SPEED: 300 kph (180 mph)WHEELBASE: 2300 mm (92 in) FRONT TRACK: 1250 mm (50 in)**REAR TRACK:** 1280 mm (51.2 in) **KERB WEIGHT:** 895 kg (1969 lb) FUEL CAPACITY: 160 litres (35.2 imp galls) **TYRE SIZE:** 6.00×16 front, 7.00×16 rear

NOTES

Two cars were sold to Briggs Cunningham, the third was bought by Maserati France headed by Colonel Simone. One of the Cunningham cars had a Tipo 59 V8 5657 cc engine installed later, and was entered for the 1962 Le Mans Race with two other cars of 3943 cc. All three cars retired.

PRODUCTION

Three cars only were made, 151002, 151004, 151006.





The Tipo 151 prior to delivery to Cunningham Factory Archives

The fabulous 151 before Le Mans 1962 Pete Coltrin



The 4-litre V8 engine of the 151 Pete Coltrin





Tipo 151/1

CYLINDERS: V8 (90°) BORE & STROKE: 94 mm × 89 mm (3.8 in \times 3.6 in) DISPLACEMENT: 4941 cc (296.5 cu in) **COMPRESSION RATIO:** 9 : 1 MAXIMUM BHP: 430 **MAXIMUM RPM: 7000** MAXIMUM SPEED: 310 kph (186 mph)WHEELBASE: 2300 mm (92 in) FRONT TRACK: 1250 mm (50 in)**REAR TRACK:** 1280 mm (51.2 in) **KERB WEIGHT:** 860 kg (1892 lb) FUEL CAPACITY: 160 litres (35.2 imp galls) **TYRE SIZE:** 6.00×16 front. 7.00×16 rear

NOTES

The engine used for the second series Tipo 151 was the second series 5000GT unit with fuel injection. The gearbox gave trouble while leading the 1963 Le Mans race driven by 'Lucky' Lloyd Casner and Andre Simon for Col. Johnny Simone of Maserati France.

PRODUCTION

One car only was constructed from 151002 and renumbered 151/1.

The incredible 5-litre Tipo 151/1 Maserati during the winter of 1962/63 Pete Coltrin



The back end was almost identical to the first series 151. Rear vision was negligible Pete Coltrin



Bertocchi about to set off for final testing of the 5-litre coupe Pete Coltrin





Tipo 201 and 202 (marine engines)

Tipo 202 **CYLINDERS:** V8 (90°) **BORE & STROKE:** 84 mm × 89 mm (3.3 in × 3.6 in) **DISPLACEMENT:** 4941 cc (296.5 cu in) **COMPRESSION RATIO:** 9 : 1 **MAXIMUM BHP:** 340 **MAXIMUM RPM:** 5500

Tipo 201

CYLINDERS: V8 (90°) **BORE & STROKE:** 103 mm × 81 mm (4.1 in × 3.2 in) **DISPLACEMENT:** 5400 cc (324 cu in) **COMPRESSION RATIO:** 9.5 : 1 **MAXIMUM BHP:** 420 **MAXIMUM RPM:** 5500

NOTES

Marine engine.

NOTES

Marine engine.

The Tipo 202 Maserati marine engine with Lucas fuel injection Factory Archives



Tipo 64 (V12)

CYLINDERS: V12 (60°) BORE & STROKE: 70.4 mm × 64 mm $(2.8 in \times 2.5 in)$ DISPLACEMENT: 2989 cc (179.3 cu in) COMPRESSION RATIO: 10 : 1 **MAXIMUM BHP: 320 MAXIMUM RPM: 8500** MAXIMUM SPEED: 312 kph (187 mph)WHEELBASE: 2200 mm (88 in) FRONT TRACK: 1200 mm (48 in)**REAR TRACK:** 1200 mm (48 in) **KERB WEIGHT:** 745 kg (1639 lb) **OVERALL LENGTH:** 3940 mm (157.6 in)**OVERALL WIDTH:** 1540 mm (61.6 in)**OVERALL HEIGHT:** 960 mm (38.4 in)FUEL CAPACITY: 120 litres (26.4 imp galls)

TYRE SIZE: 5.50×16 front, 6.00×16 rear

NOTES

This was probably the new car for Scuderia Serenissima used for the Pescara Grand Prix at the end of 1961 by Jo Bonnier but which retired early. The rear suspension was by de Dion tube.

PRODUCTION

Chassis numbers continued from the Tipo 63 series; 63010 being the second Cunningham car and 63012 the third Cunningham rear engine birdcage. Both were fitted with the V12 engine.



The same car being pushed to the start for driver Colin Davis Pete Coltrin





The Scuderia Serenissima Tipo 64 at the 1962 Targa Florio Pete Coltrin

Colin Davis at the 1962 Targa Florio with the Tipo 64. Coachwork was by Scaglione Pete Coltrin



CYLINDERS: V12 (60°) **BORE & STROKE:** 55.2 mm × 52 mm (2.2 in × 2.1 in) **DISPLACEMENT:** 1500 cc (90 cu in) **COMPRESSION RATIO:** 10 : 1 **MAXIMUM BHP:** 180 **MAXIMUM RPM:** 12,000

NOTES

An experimental transverse engine

with double overhead camshafts was designed by Ing. Alfieri, and revealed in 1964. No other racing car constructor adopted this unit so it was bench tested only and never put into a chassis. A six-speed gearbox/differential unit was built into the crankcase. Dell'Orto carburettor bodies were used as air intakes for the Lucas fuel injection system which delivered to the downdraught inlet ports between the overhead camshaft housings.



The Tipo 8/F1 power unit used a six-speed gearbox built into the crankcase of the transverse mounted engine *Pete Coltrin*

Tipo 109 (Mistral)

CYLINDERS: Straight 6 BORE & STROKE: 86 mm × $106 \text{ mm} (3.4 \text{ in} \times 4.2 \text{ in})$ **DISPLACEMENT: 3692 cc** (221.5 cu in) COMPRESSION RATIO: 8.6:1 MAXIMUM BHP: 245 **MAXIMUM RPM: 5800** MAXIMUM SPEED: 245 kph (147 mph)WHEELBASE: 2400 mm (96 in) FRONT TRACK: 1390 mm (55.6 in)**REAR TRACK:** 1360 mm (54.4 in) **DRY WEIGHT:** 908 kg (1997.6 lb) KERB WEIGHT: 1300 kg $(2860 \ lb)$ **OVERALL LENGTH:** 4500 mm (180 in)**OVERALL WIDTH:** 1675 mm (67 in)**OVERALL HEIGHT:** 1250 mm (50 in)FUEL CAPACITY: 2 tanks, 70 litres (15.4 imp galls) FUEL CONSUMPTION: 15-12 litres per 100 km (18.18-22.72 mpg)

TYRE SIZE: 185×16 front and rear, 210×15 for 4-litre

NOTES

With coachwork by Frua in either spyder or berlinetta form, the popular Mistral was later produced as a 4-litre version. Bore and stroke was 88 mm × 110 mm, displacement 4014 cc, compression ratio 8.8 : 1 developing 255 bhp at 5500 rpm, with a top speed of 255 kph. A Borg-Warner automatic gearbox was offered as an optional extra, as was a Frua designed hardtop. All Mistrals had wire wheels.

PRODUCTION

In coupe form, 828, and in spyder form, 120 cars were built, including 4-litre versions.

Frua also made an optional hardtop for the Spyder Factory Archives







Dashboard of the early Mistral was that of the late Sebring Rob Box

The 4-litre had 15 inch wire wheels and chrome strips behind the front wheels Rob Box



The lovely Mistral in fixed form by Frua Factory Archives



The desirable Mistral Spyder with 3.7-litre engine Factory Archives





The 4-litre Mistral introduced at the 1966 Geneva Motor Show Factory Archives



Tipo 107 (Quattroporte)

CYLINDERS: V8 (90°) BORE & STROKE: 88 mm × $85 \text{ mm} (3.5 \text{ in} \times 3.4 \text{ in})$ **DISPLACEMENT:** 4136 cc (248.1 cu in) **COMPRESSION RATIO: 8.5:1 MAXIMUM BHP: 260 MAXIMUM RPM: 5000** MAXIMUM SPEED: 230 kph (138 mph)WHEELBASE: 2750 mm (110 in)FRONT TRACK: 1390 mm (55.6 in)**REAR TRACK:** 1397 mm (55.9 in) KERB WEIGHT: 1748 kg (3845.6 lb)**OVERALL LENGTH: 5000 mm** (200 in)**OVERALL WIDTH:** 1220 mm (48.8 in) **OVERALL HEIGHT: 1360 mm** (54.4 in)

FUEL CAPACITY: 2 tanks, 80 litres (17.6 imp galls)
TYRE SIZE: 205 × 15 front and 18 rear

NOTES

Introduced at the 1963 Turin Show, this was a genuine 4 seater touring saloon with coachwork by Frua. With de Dion axle, this model was popular mainly in Europe although sales never reached expected heights.

PRODUCTION

See production figures of Tipo 107/A.

(Below left)

The four door four seater Quattroporte Maserati introduced in 1963 Factory Archives

The Frua designed Quattroporte was the first four door saloon built by Maserati. This is a 4-litre example Rob Box





Interior of the early Quattroporte Factory Archives



The first Quattroporte had four twin-choke 38DCNL5 Weber carburettors. At the front can be seen the air conditioning unit Factory Archives

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Tipo 107/A (Quattroporte)

CYLINDERS: V8 (90°) BORE & STROKE: 93.9 mm × 85 mm (3.8 in \times 3.4 in) DISPLACEMENT: 4719 cc (283.1 cu in) COMPRESSION RATIO: 8.5:1 **MAXIMUM BHP: 290 MAXIMUM RPM: 5500** MAXIMUM SPEED: 240 kph (144 mph) WHEELBASE: 2750 mm (110 in)FRONT TRACK: 1390 mm (55.6 in)**REAR TRACK:** 1403 mm (56.1 in) KERB WEIGHT: 1750 kg $(3850 \ lb)$ **OVERALL LENGTH:** 5000 mm (200 in)**OVERALL WIDTH:** 1720 mm (68.8 in)

OVERALL HEIGHT: 1360 mm (54.4 in)
FUEL CAPACITY: 2 tanks, 95 litres (19.8 imp galls)
TYRE SIZE: 210 × 15 front and rear

NOTES

A revised 4.7-litre version of the first Quattroporte model. The de Dion axle was replaced in favour of a rigid rear-end and this did improve the handling qualities.

PRODUCTION

A total of 679 Quattroporte Tipo 107 and Tipo 107/A were built.



The 1965 Quattroporte with revised headlamp treatment Factory Archives Interior of the second series Quattroporte Pete Coltrin



The 1966 version had rigid rear axle in place of de Dion tube *Rob Box*





Tipo 101/10 (3500GTIS, Sebring)

CYLINDERS: Straight 6 BORE & STROKE: 86 mm × $100 \text{ mm} (3.4 \text{ in} \times 4.0 \text{ in})$ **DISPLACEMENT:** 3485 cc (209.1 cu in) COMPRESSION RATIO: 8.5 : 1 **MAXIMUM BHP: 235 MAXIMUM RPM: 5800** MAXIMUM SPEED: 230 kph (138 mph) WHEELBASE: 2500 mm (100 in)FRONT TRACK: 1390 mm (55.6 in)**REAR TRACK:** 1360 mm (54.4 in) KERB WEIGHT: 1370 kg (3014 lb)**OVERALL LENGTH:** 4470 mm (178.8 in) **OVERALL WIDTH:** 1665 mm (66.6 in)**OVERALL HEIGHT:** 1350 mm (54.0 in)FUEL CAPACITY: 2 tanks, 70 litres (15.4 imp galls)

FUEL CONSUMPTION: 15 litres

per 100 km (*18.18 mpg*) **TYRE SIZE:** 185 × 16 front and rear The frontal appearance of the Sebring series I Rob Box

NOTES

This was a 2 + 2 coupe in fixedhead form, also available with 3.7-litre engine from Spring 1964. This short wheelbase Vignale 3500/3700 GTIS was officially designated as type Sebring. Automatic transmission was fitted to special order.

PRODUCTION

1st series: 348 cars, 2nd series: 98 cars were built in total.

The 1964 3500GTIS Sebring series II Factory Archives





CYLINDERS: V8 (90°) BORE & STROKE: 95 mm × 89 mm (3.8 in \times 3.6 in) **DISPLACEMENT:** 5046 cc (302.7 cu in) **COMPRESSION RATIO:** 9:1 **MAXIMUM BHP: 430 MAXIMUM RPM: 7000** MAXIMUM SPEED: 320 kph (192 mph)WHEELBASE: 2400 mm (96 in)FRONT TRACK: 1400 mm (56 in)**REAR TRACK:** 1370 mm (54.8 in) **KERB WEIGHT:** 960 kg (2112 lb) **OVERALL LENGTH:** 4100 mm (164 in) **OVERALL WIDTH:** 1600 mm (64 in)**OVERALL HEIGHT:** 1000 mm (40 in)FUEL CAPACITY: 160 litres (35.2 imp galls)

TYRE SIZE: 6.00×15 front, 6.50×15 rear

NOTES

This rear-engined 5-litre sports racing car was constructed in France in thirty-one days at the request of Colonel Simon. The enormous rear disc brakes were inboard as they would not fit inside the wheels. It retired on the third lap of the 1968 Le Mans race being driven by Jo Siffert and Jochen Neerpasch. The car was difficult to handle and not a success.

PRODUCTION

One only was produced, chassis number 151/002.

Bertocchi testing the only

Tipo 65, at Modena in

early 1966 Pete Coltrin

The fuel injected V8 rear

engine Tipo 65

Pete Coltrin







Tipo 112 and 112/1 (Mexico)

CYLINDERS: V8 (90°) BORE & STROKE: 93.9 mm × 85 mm (3.7 in \times 3.4 in) **DISPLACEMENT:** 4719 cc (283.1 cu in) COMPRESSION RATIO: 8.5:1 **MAXIMUM BHP: 290 MAXIMUM RPM: 5500** MAXIMUM SPEED: 230 kph (138 mph)WHEELBASE: 2640 mm (105.6 in)FRONT TRACK: 1390 mm (55.6 in)**REAR TRACK:** 1360 mm (54.4 in) KERB WEIGHT: 1600 kg (3520 lb) **OVERALL LENGTH:** 4760 mm (190.4 in)**OVERALL WIDTH:** 1730 mm (69.2 in)**OVERALL HEIGHT:** 1350 mm (54.0 in)

FUEL CAPACITY: 2 tanks, 95 litres (20.9 imp galls)
TYRE SIZE: 210 × 15 front and rear

NOTES

In addition to the 4.7-litre Mexico, the type 112 was a 4.2-litre version with bore and stroke 88 mm \times 85 mm giving a displacement of 4136 cc with maximum bhp at 260 and a top speed of 220 kph. When the 5000GT was discontinued it was replaced with the Mexico with coachwork by Vignale.

PRODUCTION

250 in total of all Mexicos were built.



The V8 engine in both 4.2and 4.7-litre capacity as fitted to the Mexico Factory Archives



An original drawing by Vignale of the Mexico Factory Archives





The 4.7-litre Mexico was introduced at the 1966 Turin Motor Show Factory Archives



Interior of the Mexico was well fitted with leather upholstery, as was usual on production Maseratis Factory Archives



The 1971 Geneva Motor Show displayed the 4.7-litre Mexico by Vignale Factory Archives





CYLINDERS: V 12 (60°) **BORE & STROKE:** 70.4 mm × 64 mm (2.8 in × 2.6 in) **DISPLACEMENT:** 2989.48 cc (179.4 cu in) **COMPRESSION RATIO:** 10 : 1 **MAXIMUM BHP:** 360 (Injection) **MAXIMUM RPM:** 9000

PRODUCTION

Chassis numbers were F1-1-66 to F1-6-67. Seven cars including the prototype which was originally intended to have the 16-cylinder Coventry Climax engine.

NOTES

This engine was fitted to a Cooper chassis for Formula 1 racing in 1966, hence the Cooper-Maserati.

The Tipo 9 Formula 1 Cooper-Maserati after completion outside the factory Factory Archives





The 24-valve Mascrati Formula 1 engine 'Auto-Revue' - Berne





The incredible 24 coil





(Bottom left)

A specially made tube frame was mounted above the Hewland gearbox to earry the weight! 'Auto-Revue' - Holland The incredible 24 coil ignition Cooper-Maserati in original form 'Auto-Revue' - Holland

John Surtees' car ahead of Searfiotti's Ferrari at the 1966 Italian GP Corrado Millanta



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The car had fuel-injection, and Marelli distributors, mounted directly behind the driver's head Factory Archives The Cooper-Maserati 3litre engine of John Surtees' car at the 1966 Italian GP Corrado Millanta



The 1966 Mexican GP winning engine of John Surtees' Cooper-Maserati Bernard Cahier



The Tipo 9 Formula 1 Cooper-Maserati belonging to Rob Walker at Syracuse in 1967 where it finished third driven by Siffert. At the rear is Denis Jenkinson with the owner Pete Coltrin





Tipo 115 and 115/49 (Ghibli)

CYLINDERS: V 8 (90°) BORE & STROKE: 93.9 mm × 85 mm (3.7 in \times 3.4 in) **DISPLACEMENT:** 4719 cc (283.1 cu in) COMPRESSION RATIO: 8.5 : 1 **MAXIMUM BHP: 340 MAXIMUM RPM: 5500** MAXIMUM SPEED: 280 kph (168 mph)WHEELBASE: 2550 mm (102 in) FRONT TRACK: 1440 mm (57.6 in)**REAR TRACK:** 1420 mm (56.8 in) KERB WEIGHT: 1850 kg $(4070 \ lb)$ **OVERALL LENGTH:** 4690 mm (187.6 in) **OVERALL WIDTH:** 1800 mm (72 in)**OVERALL HEIGHT:** 1160 mm (46.4 in)FUEL CAPACITY: 2 tanks, 100 litres (22 imp galls) FUEL CONSUMPTION: 17.5-15 litres per 100 km (15.5 - 18.8 mpg)

TYRE SIZE: 210×15 front and rear

NOTES

The 4.9-litre Ghibli 115/49, had a bore & stroke of 93.9 mm × 89 mm with displacement of 4930 cc and on a 8.75 : 1 compression ratio developed 355 bhp at 5500 rpm. The Ghibli had Ghia coachwork in 2 seater GT coupe form and was first shown at the Turin Motor Show in November 1966. The spyder version, of which few were built, was first shown at Turin in 1968.

PRODUCTION

In coupe form, 1149, and spyder, 125 models were built in total.



The lovely lines of the Maserati Ghibli by Ghia Factory Archives



An American specification Ghibli convertible at the Turin Show of 1970. This was an automatic version of the 4.9-litre, with expensive wire wheels *Rob Box*



The 1971 Ghibli with altered front end *Rob Box*

61-1


The beautiful Ghibli Spyder by Ghia Pete Coltrin



A 1971 version of the Spyder with optional hardtop fitted Factory Archives

The 1971 Ghibli SS with additional side indicators front and rear Rob Box



CYLINDERS: V 12 (60°) **BORE & STROKE:** 75.2 mm × 56 mm (3.0 in × 2.2 in) **DISPLACEMENT:** 2983.14 cc (178.9 cu in) **COMPRESSION RATIO:** 11.8 : 1 **MAXIMUM BHP:** 380-390 **MAXIMUM RPM:** 9800-10,000

NOTES

The 3 valves per cylinder engine for the Formula 1 Cooper chassis.



The 36-valve Maserati Formula 1 engine 'Auto-Revue' - Berne



36-valve V12 Formula 1 Maserati engine at Monte Carlo in 1967 Pete Coltrin



Jochen Rindt driving a 36-valve Formula 1 Cooper-Maserati in practice for the 1967 Monaco GP Pete Coltrin

Tipo 116 (Indy)

CYLINDERS: V 8 (90°) BORE & STROKE: 88 mm × 85 mm $(3.5 in \times 3.4 in)$ **DISPLACEMENT:** 4136 cc (248.1 cu in) COMPRESSION RATIO: 8.5 : 1 MAXIMUM BHP: 260 **MAXIMUM RPM: 5500** MAXIMUM SPEED: 250 kph (150 mbh)**WHEELBASE:** 2600 mm (104 in) FRONT TRACK: 1480 mm (59.2 in) REAR TRACK: 1434 mm (57.36 in) KERB WEIGHT: 1584 kg (3484.8 lb) **OVERALL LENGTH:** 4740 mm (189.6 in)**OVERALL WIDTH:** 1760 mm (70.4 in)**OVERALL HEIGHT:** 1220 mm (48.8 in)FUEL CAPACITY: 2 tanks, 96 litres (21.1 imp galls) FUEL CONSUMPTION: 15-12 litres per 100 km (18.18-22.72 mpg)

TYRE SIZE: 205×14 front and rear

NOTES

First shown in 4.2-litre form on the Vignale stand at the Turin Motor Show in 1968 and subsequently on the Maserati stand at Geneva in 1969. Later a 4.7 version was announced with bore and stroke 93.9 mm \times 85 mm, displacement 4719 cc, developing 290 bhp at 5500 rpm. Its type number was 116/47. The Indy was a practical four-seater grand touring car, with internal luggage compartment, which found a world sales market.

PRODUCTION

In all forms 1136 cars were built.



The second series Indy engine of 4.7-litres. In front of the engine is the air conditioning plant! Factory Archives Luxurious Indy interior capable of carrying four people in excess of 150 mph Factory Archives







The 1969 Indy as shown at the Geneva Motor Show of that year Factory Archives

With headlights raised by twin internal electric motors Factory Archives



Tipo C.114

CYLINDERS: V 6 (90°) **BORE & STROKE:** 87 mm × 75 mm (3.5 in × 3.0 in) **DISPLACEMENT:** 2673.65 cc (160.4 cu in) **COMPRESSION RATIO:** 9 : 1 **MAXIMUM BHP:** 170 **MAXIMUM RPM:** 6000

NOTES

Designed and built by the Maserati factory for the Citroen SM in the first place, the engine was not used in a Maserati until some time later. Some 'special' builders have used it, amongst which Ligier of France must be the most successful with his Le Mans entries.



The C.114 engine built by Maserati for the Citroen SM Pete Coltrin

PRODUCTION

The Citroen SM, a now discontinued French built production car, enjoyed incredibly sophisticated engineering. Several thousand were made.

The prototype Citroen SM using the Maserati V6 engine Rob Box





2003-1-

The sleek Citroen SM in its production form

¥ Tipo 117 (Bora)

CYLINDERS: V 8 (90°) BORE & STROKE: 93.9 mm × $85 \text{ mm} (3.8 \text{ in} \times 3.4 \text{ in})$ **DISPLACEMENT:** 4719 cc (283.1 cu in) COMPRESSION RATIO: 8.5 : 1 MAXIMUM BHP: 310 **MAXIMUM RPM:** 6000 MAXIMUM SPEED: 280 kph (168 mph)**WHEELBASE:** 2600 mm (104 in) FUEL CONSUMPTION: 16 litres per 100 km (17 mpg) **TYRE SIZE:** 215/70 VR × 15 front and rear FRONT TRACK: 1474 mm (58.9 in) **REAR TRACK:** 1447 mm (57.8 in) **DRY WEIGHT:** 1620 kg (3564 lb) KERB WEIGHT: 1800 kg $(3960 \ lb)$ **OVERALL LENGTH:** 4335 mm (173.4 in)

OVERALL WIDTH: 1768 mm (70.7 in) OVERALL HEIGHT: 1134 mm (45.3 in) FUEL CAPACITY: 100 litres (22 imp galls)

NOTES

Coachwork by Ital Design, it was first shown at the Geneva Motor Show 1971, where it was a sensation.

PRODUCTION

Between late 1971 and the end of 1978, 495 examples were built in 4.7 and 4.9-litre form.



The mock up of the Bora while still under design and construction at Ital Design Ital Design



Sensation of the Geneva Show in 1971, the early 4.7 Bora by Ital Design Factory Archives



Stowage space in the Bora was minimal, only the front boot being usable Factory Archives





The 4.7-litre V8 Bora engine with rear suspen-sion and subframe Factory Archives

For USA regulations the Bora underwent a crash test programme Rob Box

Tipo 122 (Merak)

CYLINDERS: V 6 (90°) BORE & STROKE: 91.6 mm × 75 mm $(3.7 in \times 3.0 in)$ **DISPLACEMENT:** 2965 cc (177.9 cu in) COMPRESSION RATIO: 8.75:1 **MAXIMUM BHP: 190 MAXIMUM RPM: 6000** MAXIMUM SPEED: 240 kph (144 mph) **WHEELBASE:** 2600 mm (104 in) FRONT TRACK: 1474 mm (58.9 in) **REAR TRACK:** 1447 mm (57.8 in) **DRY WEIGHT:** 1320 kg (2904 lb) KERB WEIGHT: 1830 kg $(4026 \ lb)$ **OVERALL LENGTH:** 4335 mm (173.4 in)**OVERALL WIDTH:** 1768 mm (70.7 in) **OVERALL HEIGHT:** 1134 mm (45.3 in)

FUEL CAPACITY: 85 litres (18.7 imp galls)
FUEL CONSUMPTION: 12.5 litres per 100 km (21.8 mpg)
TYRE SIZE: 185 VR × 15 front, 205 VR × 15 rear

NOTES

Using a 'stretched' Citroen SM engine in coachwork by Ital Design in fixed-head 2 + 2 coupe form it was first shown at the Paris Show of 1972.

PRODUCTION

Merak 3000 model, 1972 to 1975 inclusive, 814 examples.



The first Merak finished, which was shown at the 1972 Paris Motor Show Ital Design



The Maserati Merak is not entirely dissimilar to the Bora with the exception of the rear end struts Ital Design

The Maserati Merak appearing like a grown-up Bora Ital Design



Tipo 120 (Khamsin)

CYLINDERS: V 8 (90 $^{\circ}$) BORE & STROKE: 93.9 mm × 89 mm (3.7 in \times 3.5 in) DISPLACEMENT: 4930 cc (295.8 cu in) COMPRESSION RATIO: 8.5 : 1 **MAXIMUM BHP: 320 MAXIMUM RPM: 5500** MAXIMUM SPEED: 280 kph (168 mph)WHEELBASE: 2548 mm (100.3 in)FRONT TRACK: 1438 mm (56.6 in)**REAR TRACK:** 1465 mm (57.7 in) **KERB WEIGHT:** 1950 kg $(4290 \ lb)$ **OVERALL LENGTH:** 4394 mm (173 in)**OVERALL WIDTH:** 1956 mm (71 in) **OVERALL HEIGHT:** 1194 mm (47 in)

FUEL CAPACITY: 100 litres (22 imp galls)
FUEL CONSUMPTION: 17.7 litres per 100 km (16 mpg)
TYRE SIZE: 215 VR × 15 front and rear

NOTES

The Khamsin is a beautiful frontengined 2 + 2 coupe designed by Bertone and first shown at Turin in 1972.

PRODUCTION

Did not commence until 1974. The model was still current in the early eighties. At the end of 1979 400 examples had been built.





The beautiful line of the Khamsin, designed to replace the Indy. The spare wheel is located underneath the front grille Factory Archives

Interior of the carpeted Maserati Khamsin with coachwork by Bertone Factory Archives



The panel carrying the rear lights is safety glass, and the bumpers have rubber inserts Factory Archives

The old faithful V8 Maserati engine, number AM120:354, installed in a 4.9-litre Khamsin Rob Box





A 1976 Khamsin showing the additional air intake in the nose *Rob Box*



Tipo 123 (Quattroporte II)

CYLINDERS: V 6 (90°) BORE & STROKE: 91.6 mm × 75 mm (3.7 in \times 3.0 in) **DISPLACEMENT: 2965 cc** (177.9 cu in) COMPRESSION RATIO: 8.8:1 MAXIMUM BHP: not divulged MAXIMUM RPM: not divulged MAXIMUM SPEED: 210 kph (126 mph)WHEELBASE: 3070 mm (122.8 in)FRONT TRACK: 1520 mm (60.8 in)**REAR TRACK:** 1490 mm (59.6 in) **DRY WEIGHT:** 1700 kg (3740 lb) KERB WEIGHT: 2100 kg $(4620 \ lb)$ **OVERALL LENGTH:** 5130 mm (205.2 in)**OVERALL WIDTH:** 1870 mm (74.8 in)**OVERALL HEIGHT:** 1370 mm (54.8 in)FUEL CAPACITY: 100 litres (22 imp galls)

FUEL CONSUMPTION: 12 litres per 100 km (22.7 mpg) TYRE SIZE: 205/70 VR × 15 front and rear

NOTES

A five-seater grand touring model designed by Bertone was first shown at the Turin Motor Show in November 1974.

PRODUCTION

Scheduled to commence production in January 1975, but owing to industrial troubles deliveries were delayed. In 1976 a V8 version of the Quattroporte II was announced with delivery for 1978. By the end of 1978 no V8 versions had been finalised, so production did not commence until 1979.

An old name revised in the Quattroporte II, which was to provide five-seater touring in the grand manner Factory Archives





The frontal aspect of the Quattroporte II in its V6 form. Only five were made Factory Archives



On the Maserati stand at the 1979 Geneva motor show, the second type Quattroporte II with V8 engine Rob Box



-Tipo 122/SS (Merak SS)

CYLINDERS: V 6 (90°) BORE & STROKE: 91.6 mm × 75 mm (3.7 in \times 3.0 in) **DISPLACEMENT:** 2965 cc (177.9 cu in) **COMPRESSION RATIO:** 9:1 **MAXIMUM BHP: 220 MAXIMUM RPM: 6500** MAXIMUM SPEED: 250 kph (150 mph)**WHEELBASE:** 2600 mm (104 in) FRONT TRACK: 1474 mm (58.9 in)**REAR TRACK:** 1447 mm (57.8 in) **DRY WEIGHT:** 1167 kg (2574 lb) **OVERALL LENGTH:** 4318 mm (170 in)**OVERALL WIDTH:** 1768 mm (70.7 in)**OVERALL HEIGHT:** 1134 mm (45.3 in)FUEL CAPACITY: 85 litres (18.7 imp galls)

TYRE SIZE: 195 VR \times 15 front, 215 VR \times 15 rear

NOTES

It was announced at the 1975 Geneva Motor Show, with a slightly modified engine, chassis and interior. It was 330 lb (153 kg) lighter than the Merak.

PRODUCTION

1976 to end of 1978: 250-300 examples. Exhibited at Turin in 1976 was a 2-litre version powered by the V6 (90°) engine, developing 160 bhp at 7000 rpm. Production was for the home market and, at the end of 1979, 150 2-litre examples had been built.



Superficially there is not much to distinguish the Merak SS (here) from the Merak, apart from the horizontal grille Factory Archives

The functional redesigned interior with four-spoke steering wheel Factory Archives

For the Italian market only, a 2-litre Merak first announced at Turin in 1976 Rob Box





₩ *Tipo* 116 (Biturbo)

CYLINDERS: V 6 (90°) BORE & STROKE: 82 mm × 63.5 mm DISPLACEMENT: 1996 COMPRESSION RATIO: 7.8 : 1 **MAXIMUM BHP: 180 MAXIMUM RPM: 6000** MAXIMUM SPEED: 215 kph (134 mph)WHEELBASE: 2514 mm FRONT TRACK: 1420 mm REAR TRACK: 1431 mm DRY WEIGHT: 1086 kg **OVERALL LENGTH:** 4153 mm **OVERALL WIDTH:** 1714 mm **OVERALL HEIGHT:** 1305 mm FUEL CAPACITY: -TYRE SIZE: Pirelli P6, 195/60 HR 14

NOTES

Fitted with two turbo compressors by I.H.I., 5-speed ZF gearbox or 3-speed automatic. The price in Italy at the time of the new model's introduction was the equivalent to £8200.

PRODUCTION

Exclusively for the home market for 1982, it is intended to sell 40% of production during 1983 in the USA and possibly by mid-1983 some right-hand-drive models will be available in UK. The compact 2-litre V6 Maserati Biturbo engine, introduced by the factory in late 1980



Assembly plant exclusively for Biturbo engines in Modena







On the Maserati stand at the Geneva Show in 1982. As can be imagined the car caused considerable interest, though many motoring journalists considered the styling old-fashioned













The Biturbo undergoing crash tests for the European market. Doubtless it will be "crashed" again before entry into the lucrative US market

The Biturbo convertible 1982. The small motif in the middle of the steering wheel is a scaled replica of the original tipo 26 badge



Appendix

Besides the 'Maserati' cars shown in this Appendix the factory produced air horns and batteries under licence, made in the same premises as the motorcycles, plus the famous sparking plugs. There have also been many and varied 'specials' based on the numerous different engines which Maserati have at one time built. Unlike other elite car builders, Maserati has never objected to supplying engines for constructors own racing or sports cars, and, consequently, there have been many such hybrids.

It has not been possible to illustrate every known example, which in itself would be a not inconsiderable collection of pictures. Because there is no mention in the Appendix of a particular 'special' with Maserati connections does not mean that the authors do not recognise it, merely that researches fail to produce a reliable technical or photographic record.

¥ Derby-Maserati





Mrs. Gwenda Stewart driving on the Bremgarten circuit in 1935 in the Derby Maserati. The engine was a 1500cc supercharged four cylinder Tipo 4C, supplied to Automobiles Derby in September 1934 *Rene Hafeli*

The same car about to be started for this event. Note the Automobiles Derby transporter, and Mercedes-Benz racing team in the background 'Automobile Revue' - Berne



Vercelli-Bracco-Maserati



In the immediate post war days many drivers acquired Maserati engines to put in their own specials. One such example was the Vercelli-Bracco-Maserati which used a pre-war Tipo 6C engine in a Fiat 1100cc chassis. As can be seen from this photograph taken of the car in 1947 the result was not always pleasing *Corrado Millanta*



Maserati Milan







The Maserati Milan shown on the Fiera circuit in September 1947. This first example was based on a Tipo 4CL, supplied to Scuderia Milani in 1946 Corrado Millanta

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(Far left)

The altered steering wheel and instrument panel of the Maserati Milan Corrado Millanta

How the central gear change of the Tipo 4CL was altered to the left hand side of the Milan car Corrado Millanta

The 1950 version of the Milan Maserati engine now based on a Tipo 4CLT/48 engine Corrado Millanta







The fuel tank protecting bumper seen at Rheims in 1951 'Automobil Revue'

The Maserati Milan at Rheims for the European GP in 1951 Factory Archives The final version of the Maserati Milan engine showing twin magneto ignition driven from the rear of each camshaft. Two stage supercharging with modified induction system shown here was used by this team in 1951 Corrado Millanta



Francisco Godia's Maserati Milan at Barcelona in 1951 Automobile Revue





Maserati Platé



The Enrico Plate modified 'Maserati Plate' based on the Tipo 4CLT/48 with shortened wheelbase and two twin-choke Weber curburettors instead of superchargers Corrado Millanta

Stub exhaust pipes and Weber carburettors were synonymous with the Maserati Plate Denis Jenkinson

Harry Schell driving the Maserati Plate at Silverstone in 1951. Schell with De Graffenreid did most of the driving for Scuderia Plate Denis Jenkinson



Tec-Mec

The Tec-Mec designed and constructed by Studio Tec-Mec under the direction of Colotti used a 250F Grand Prix engine in a small diameter tube chassis with disc brakes all round *Pete Coltrin*

Rack and pinion steering, independent front suspension with coil springing and adjustable dampers may have been a natural progression of the 250F but the Tec-Mec was finished too late for the 2½-litre formula Pete Coltrin



The completed Tec-Mec which raced unsuccessfully in the 1959 American Grand Prix was driven by Fritz d'Ory Pete Coltrin







Piero Taruffi with his Maserati-engined twinboom TARF which he gained some world speed and time records in 1952. The engine was a fourcylinder of 1.7-litres *Pete Coltrin*



Lotus-Maserati



A 1956 Lotus-Maserati built by Massimo Natali using a modified 150S four-cylinder engine in a series 1 Lotus Eleven *Rob Box*



JBW-Maserati




Edoardo Govoni in his 200S Maserati ahead of the JBW with Brian Naylor driving, at Aspern in May 1958

Brian Naylor driving his JBW-Maserati at Snetterton in June 1958



Ligier-Maserati JS2

Guy Ligier produced three JS2 coupes for his entry in the Le Mans 24-hour classic of 1972. Each was powered by a Maserati V6 threelitre engine mated to an SM Citroen gearbox. The 24-valve Maserati engines were said to develop 300 bhp and were entered in the Group 5 sports class. None of the team finished, each retiring with engine problems.

Automobiles Ligier entered Le Mans again in 1973, this time the JS2's were equipped with 330 bhp Maserati engines. One coupe, driven by Laurent/Marche/ Delglande, was still in action at the end of 24-hours, and classified in 19th place, having averaged 95.6 mph.

LIGIER-MASERATI

The Ligier-Maserati JS2s were powered by Maserati V6 3-litre engines, coupled to Citroen SM gearboxes





Brabham-Maserati

Supposedly constructed in Australia by Alec Mildren who put a V12 Formula One Maserati engine into a Formula One Brabham chassis. The car was driven by Frank Gardner in two Tasman Championship races in 1968/9, before Mildren switched to Alfa engines. No pictures of this monoposto have become available.



Parson-Maserati

Constructed in early 1957 by Stuart Young of Weldangrind Limited, a South London engineering company. The engine was a tipo 150S and the four-speed gearbox was as 150S/200S Maserati unit. The bare frame of 16-gauge welded steel weighed 70 lbs, front suspension was by fabricated wishbones with coil spring/damper

units, rear suspension used a de Dion axle with twin tubular radius arms. The body was made from 20-gauge Nurol, and total dry weight was less than 10 cwt. This special was raced with some success by Young in 1957 and 1958 by which time it had been fitted with Girling disc brakes.

Parson-Maserati in the Goodwood paddock, April 1958





Appleton Special

Originally a supercharged tipo 8C-1100 Maserati, John Appleton purchased this 2-seater in a crashed state in 1933 and proceeded to design and develop a special. He raced the car with a Riley engine and self-change gearbox in 1933/34, and the following year rebuilt it as

After the 1934 season

ended, the Maserati chassis

was further modified by

John Appleton

Julian Majzub

a monoposto with a highly developed engine securing the International standing start kilometre record. This special retained its Maserati axles, brakes and basic chassis, although considerably shorter and narrower.



The Riley-Maserati at Lewes in 1934. Its Máserati connection can be clearly seen A. D. Johns



Cegga-Maserati

These Maserati specials were designed and constructed by the Gachnang brothers from Aigle, Switzerland. Their first was based on a twin-ignition tipo 150S engine; the second on a 2-litre tipo 60 Birdcage engine and their last venture on a V12 Maserati. This

1¹/₂-litre Cegga-

Maserati at Ollon-Villars

hillclimb in 1962

The

was in fact a type 80 Cooper of 1966 which had been the prototype for the Cooper-Maserati Formula 1 type 81. Sadly the special was extensively damaged on a Swiss hillclimb, and the brothers ceased constructing and racing.





The 2-litre Cegga of 1965

The Cooper-Maserati prototype, converted to a group 6 sports racing car by Gachnang



WRE-Maserati

Constructed in Modena from the design of ex-Willment mechanic John Wadsworth. The initials represented "World Racing Enterprise", and the total output was three cars, all with 2-litre fourcylinder 200SI Maserati engines. The WRE first appeared at the 1959 Naples Car GP, driven by Tony Settember, where it won. These specials were consistently successful in club events and in local hillclimbs during the period 1959-1961.



John Wadsworth, in white cap, at the Modena autodrome on February 5, 1959, during tests with the first WRE



Mennato Boffa at the wheel of the second WRE during the 1960 Targa Florio



Talbot-Maserati

The Maserati factory supplied two 250F engines to Anthony Lago in early 1956 to place in his new 2½-litre sports racing cars. Responsible for this Talbot project were "Freddie" Zehender and Andre Dubonnet; the streamlined bodies being made in Modena by Franco Reggiani. Both cars were driven at Le Mans in 1956, one crashed and the other retired in the 20th hour while in 8th position. In the 1957 24-hour race a re-bodied Talbot Maserati was to have been driven by Halford/Bordoni but failed to leave the line. The 250F engines supplied to the French Talbot company were in fact detuned versions of the GP unit. Smaller Weber carburettors, milder camshafts, lower compression coupled to a four-speed A6GCS gearbox. It is likely that the Maserati factory at that time designated these two engines 250S (Sport).

Engine and gearbox from Maserati; chassis and ancilliaries from Talbot



A new design in brakes intended for the Le Mans Talbot Maseratis. Unfortunately with the additional finning the entire brake drum unit was larger than the combined wheel/tyre diameter! *Hans Tanner*



The rebodied 1956 Le Mans car pictured in Modena during early 1957





Simca-Maserati

A fascinating GT prototype built in Brazil by the Simca Racing Team in 1964/65. The chassis/suspension were from a 250F G.P. Maserati, left in South America after the factory had finished with it, and the engine a 2¹/₂-litre V8 Corvette unit. The car's competition career is not known, other than it was raced several times during 1965 driven by the Brazilian Ciro Caires.



Maserati-Simca pictured in Brazil in early 1965



Lister-Maserati (1)

Announced in late February 1956, Brian Lister put a sports racing 2-litre A6GCS Maserati engine in his original Lister (MER 203) chassis. The car was driven for the Lister works by Archie Scott-Brown and during 1956 this combination was very successful. The car weighed 11¼ cwt, had Girling disc brakes all round, de Dion rear suspension with ZF differential and Maserati A6GCS close ratio 4-speed gearbox. Only one example was built with Maserati engine number 2095.



The new, clean-looking, Lister-Maserati pictured near the works in 1956. The exhaust system was also Maserati made



Instrumentation was basic: the ducting was for cooling the brake discs. A6GCS gearbox can just be determined

¥ Lister-Maserati (2)

Two ex-Brian Lister mechanics shoehorned a 450S Maserati engine into a strengthened Lister frame which normally housed the Jaguar engine. Unfortunately, no period photographs of this 'special' are available.

Cooper-Maserati

A 1960 version of a Maserati powered rear engine Formula 1 Cooper. This example was entered by Centre Sud for their drivers Masten Gregory or Maurice Trintignant. The engine was a four cylinder tipo 200SI 2-litre 'Auto Revue' - Berne

A one-off sports car built in early 1964 for owner/ sponsor Tommy Atkins and driver Roy Salvadori. The chassis was a mixture of Cooper sports and GP design; suspension was that of the 1963 Formula 1 Coopers; gearbox was a four-speed Colotti and the Maserati engine was a chain-drive four-cam V8 of 5-litres developing 420bhp Geoffrey Goddard

Another variation, Gianni Balzarini in a Cooper-Maserati 2-litre at Gaisberg in 1961. The car was entered by Scuderia Serenissima E. Hofer







Maserati Simun was exhibited in late 1970 at the Turin Motor Show Carrozzeria Ghia

A certain design lineage to Ghia's previous Maserati creation, the Ghibli, can be seen in this picture *Carrozzeria Ghia*



Based on the 4.2-litre Maserati V8 chassis, the Simun was purely a design exercise in competition with the Indy from Vignale



The Simun, designed by Giugiaro whilst working with Carrozzeria Ghia



W Medici



Commissioned by an American customer in 1974, Giugiaro designed the Medici for his own studio Ital Design

The second Medici, as shown at the Paris Salon in 1976



This second version was, reputedly, sold to the then Shah of Persia

The car was shown at the Turin Show in 1974 Ital Design





Headlight operation was identical to the Indy with electrically operated twin lamps Ital Design



The Maserati Coupe as exhibited at the Turin Show in 1973 Ital Design

Frontal treatment of the Coupe was exceptionally clean, with small oblong sidelights in the rubber bumper Ital Design

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Boomerang



Built as a one-off and exhibited at the 1972 Geneva Motor Show by Ital Design, subsequently displayed as a pure design exercise at other motor shows around Europe





Under construction at Ital Design Studio in Turin in 1971/1972, the Maserati Boomerang Ital Design



The Boomerang with the largest Trident motif ever put on a Maserati Ital Design





Bora Competition

CHASSIS: AM 117: 3000 and 3001 ENGINE: AM 117: 3000 and 3001

NOTES

Commissioned by the long established French Maserati importer Ets Thepenier, two competition Boras were built in Modena for the 1973 Le Mans 24 hour race. Although very fast and relatively light with good roadholding, these cars could not be homologated as annual Bora production was less than 500. The Thepenier project died after this attempt, so the potential of a competition Bora remained unknown.

The Thepernier Competition Bora J. Thepernier





Tipo 6-1500 (engine)

BORE & STROKE: 81mm × 72 mm (3.2 in × 2.9 in) DISPLACEMENT: 1484 cc (89.0 cu in) COMPRESSION RATIO: 10.5 : 1 MAXIMUM BHP: 165/170 MAXIMUM RPM: 8000

CYLINDERS: 4 in line

The Tipo 6 1500cc Maser-

ati engine based on the 200S in either a Cooper or

de Tomaso chassis

Rob Box

NOTES

The Tipo 6 engine was developed from the 150S four-cylinder sports car unit. Like the 200S/200SI Maserati engines they were tried in various chassis. While early Cooper-Maseratis proved reliable they were outclassed by the Formula 1 Climax-engined cars.





TM15 (Transporto Merce, 15 Quintale)



Some dozen TM15s were made between 1949 and 1952, powered by a twocylinder two-stroke 1500cc engine. The factory used one for many years taking parts from foundry to machine shop, and racing car parts to the nearby Modena autodrome Pete Coltrin (412)



Motorcycles

The Maserati motorcycles were manufactured by Fabbrica Candele Accumulatori Maserati S.p.a., via Gen. Paolucci 165, Modena, Italy between 1953 and 1960. This company was separate from the car factory but still within the Orsi industrial network, and in control was a sister of Adolfo Orsi. As the name suggests, sparking plugs and batteries were also made there. Total production of motorcycles was less than 100.

Tipo 175/S4

CYLINDERS: Single - 4 stroke
BORE & STROKE: 60.8 mm × 60 mm
DISPLACEMENT: 174 cc
MAXIMUM BHP: 15
MAXIMUM RPM: 8500
DRY WEIGHT: 115 kg (253 lb)
MAXIMUM SPEED: 135-140 kph (81-84 mph)
TYRE SIZE: 2.75 × 19
GEARBOX: 4-speed

Tipo T.V.-125/T2

CYLINDERS: Single - 2 stroke BORE & STROKE: 52 mm × 58 mm DISPLACEMENT: 123 cc MAXIMUM BHP: 6 MAXIMUM RPM: 7500 DRY WEIGHT: 80 kg (176 lb) MAXIMUM SPEED: 100 kph (60 mph) GEARBOX: 4-speed

Tipo 250/T4

CYLINDERS: Single - 4 stroke BORE & STROKE: 70 mm × 64 mm DISPLACEMENT: 246 cc COMPRESSION RATIO: 6.4 : 1 MAXIMUM BHP: 12.5 MAXIMUM BHP: 12.5 MAXIMUM RPM: 5400 DRY WEIGHT: 150 kg (330 lb) MAXIMUM SPEED: 115-120 kph (69-72 mph) TYRE SIZE: 3.25 × 19 GEARBOX: 4-speed

Tipo L.160/T4

CYLINDERS: Single - 4 stroke BORE & STROKE: 60 mm × 56 mm DISPLACEMENT: 158 cc MAXIMUM BHP: 7.5 MAXIMUM RPM: 6000 MAXIMUM SPEED: 100 kph (60 mph) GEARBOX: 4-speed

Tipo L.125/T2

CYLINDERS: Single - 2 stroke BORE & STROKE: 52 mm × 58 mm DISPLACEMENT: 123 cc MAXIMUM BHP: 4.8 MAXIMUM RPM: 5000 DRY WEIGHT: 70 kg (154 lb) MAXIMUM SPEED: 75-80 kph (45-48 mph) GEARBOX: 4-speed





An unrestored 50/T2/SS Maserati motorcycle of 1956. Unfortunately no specifications are available for 2-stroke 50cc machine, its style is, however, typical of the motorcycles *Richard Crump*



Hydroplanes

Photographed at the factory in 1955, this 1500cc power boat used a marine version of the fourcylinder 150S engine. In the background is an A6G/2000 with Zagato coachwork Corrado Millanta



The 1500cc marine engine, with twin ignition, mounted at an angle in the lightweight hydroplane frame *Corrado Millanta*





Giorgio Guidotti piloting his 450S Maserati-engined powerboat to another 900 kg European Championship win in 1964. Prior to 1962 the inboard class in European and World Championship power boating was limited to 800 kg. In this class Maseratipowered boats were very successful, recording their first win in 1958 Factory Archives

Miniature Cars

This baby car was built during January/February 1957. It was modelled on the monoposto 250F, and was presented to Adolfo Orsi's grandson on his 9th birthday. The second picture shows the small air cooled petrol engine which powered it Factory Archives





A 1958 electric Maserati modelled on the 300S sports racing cars. Even the coachwork was made in the Fantuzzi shop Factory Archives







Machine Tools

Two typical examples of machine tools made by the Orsi manufacturing complex. Naturally labelled 'Maserati'! In 1957 these particular machines were installed at the factory proper James Sitz







Signs and Batteries



"Maserati" service signs and one of the "Maserati" brand batteries — which were made under licence







The Maserati Trident

The oblong Maserati badge from a tipo 26

Neptune's fountain in Bologna. The Trident became the Maserati Brothers' symbol and first appeared on their own racing car in 1926

The oval Maserati badge used from 1930 onwards









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The authors

Rob de la Rive Box is a Dutchman living in Switzerland. Although he once specialised in selling classic Italian sporting cars, nowadays he is busy travelling around Europe photographing historic and interesting cars and also specialises in selling motoring books. Together with long-time friend Richard Crump, Rob has written books on Maserati, Lamborghini and Bertone – he also compiles the *Historic Car Racing Annual.*

Richard Crump, an Englishman living in England, is deeply interested in the history of motor racing particularly with regard to Italian marques. He started the British Maserati Club in 1971 and is also a staunch supporter of the Maserati Owners Club of America. Richard runs his own business which specialises in servicing, repairing and supplying spares for Maseratis. As well as the books jointly written with Rob de la Rive Box, Richard has written articles on Miller and Bugatti.

