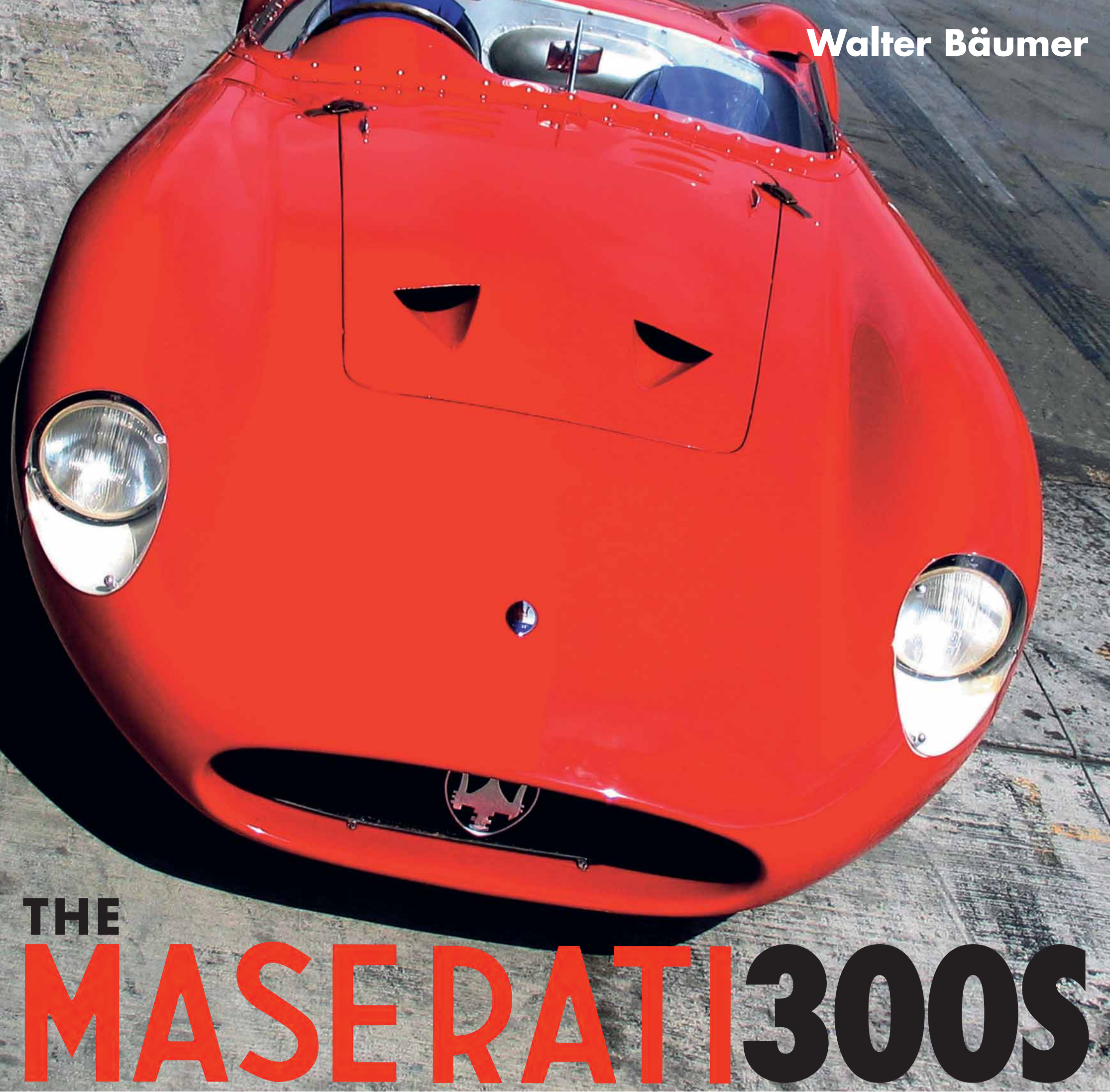


Walter Bäumer



THE
MASERATI 3000S

P R E F A C E

After some years of being fascinated by Ferrari cars, I was looking for new interests when I re-discovered the book *Maserati Sports, Racing and GT Cars 1926 - 1975* written by Richard Crump and Rob de la Rive Box, a book that had been lying neglected in my library for over twenty years! I was hooked at once by all the wonderful cars with the Trident symbol and it became a new sphere of discovery for me.

Of all the great cars Officine Maserati, the Maserati company, made over a period of thirty-six years, two series caught my attention: the Tipo 26 which was developed in 1929, and established the reputation of the Modena-based manufacturer in Grand Prix racing, and the Tipo 300S which became for me, the epitome of racing in the 1950s. These two series represent respectively the prewar era of the marque with all its highs and lows, contrasting with the postwar elegance of the 300S in a period in which Maserati almost won the World Sportscar Championship.

The fluctuating fortunes of the 300S gave this car a special melancholic touch, but it is still the ultimate classic Italian sports racing car, and it shares its status with the highly admired 250F monoposto in which Juan-Manuel Fangio won the 1957 Formula 1 World

Championship, and the famed Tipo 60/61 "Birdcage" which later set new standards in the sport. Today these three types are the most sought-after and valuable of the cars which left the Maserati Factory, racing into the hearts of owners worldwide, and the surviving 300S receive the care and attention the Factory was never able to give them when they were new. With better tires, fluids and the improved quality of handmade spare parts available, a 300S today in the hands of a good driver is not an easy match for other cars.

This book gives an overview of the 300S series, and lists the chassis number and history of each 300S that was built. It should answer many of the questions that have arisen during the last fifty years. I know that new questions will arise, and I am far from claiming that there are no mistakes in my research, but I believe this book has the most current and accurate information available. I will be very grateful for any corrections that could be offered.

Walter Bäumer
July 2008

C O N T E N T S

INTRODUCTION AND TECHNICAL DEVELOPMENT	06
VERSIONS	21
NUMBERS AND MORE	23
IN ITALY	25
THE COMPETITION	33
ADVERTISING AND SALES	57
THE CARS	61
• 3051	62
• 3052	70
• 3053	78
• 3054	84
• 3055	96
• 3056/3077	106
• 3057	118
• 3058	128
• 3059	138
• 3060	150
• 3061	158
• 3062	166
• 3063	178
• 3064	184
• 3065	194
• 3066/3056	204
• 3067	218
• 3068	224
• 3069	232
• 3070	238
• 3071	240
• 3072	250
• 3073	262
• 3074/3035	268
• 3080/3083	276
• 3082	286
THE MYSTERY CARS	296
350S - THE SUCCESSOR	327
THE PERSONALITIES	333
APPENDIX: OWNER'S MANUAL	341
ACKNOWLEDGMENTS	350
INDEX	351



ABOVE: The last A6GCS, chassis #2099, with Giorgio Scarlatti in the 1955 Shell Grand Prix at Imola, Italy. For a short time, the car was fitted with a 300S engine and used as a development car for the 300S Series.

(Walter Bäumer Collection)

LEFT: Luigi Villorosi steps out of the second prototype car also with a prototype 3-liter engine after a test drive at Monza. This engine was later replaced by a 2.5-liter unit, and the car was used by Stirling Moss and Denis Jenkinson as a Tipo 250S for their test run prior to the 1956 Mille Miglia.

(Auto Italiana)



Cesare Perdisa testing a 300S on the Modena Autodromo in misty weather. It is not possible to identify the chassis number but it might be one of the first three cars. *(Daniele Borretto Collection)*

Centro Sud also leased cars from Maserati S.p.A., and even brokered cars like the 300S which Harry Schell was thought to have driven in the 1000 km of Buenos Aires in 1958. The car was sold directly after unloading from the vessel to a young Argentinean, Jorge Magnasco (see the Mystery Cars chapter) who met his fate in it the next day. How many cars Centro Sud owned and brokered in total is not known or if all the cars were owned by Dei, but it is probable that some of the racers, including his racing school cars, were held on a lease or rental basis from the Factory.

After the Italian Grand Prix in 1965, it all came to an end when financial problems caused Scuderia Centro Sud to withdraw from racing. "Mimmo" Dei remained active on the racing scene until he died in 1985. Many of the spare parts and even chassis of the 250F Grand Prix series were acquired in the 1970s by the English Maserati enthusiast Cameron Millar who manufactured his 250F "CM" replicas out of this package.

Scuderia Madunina

This second important Italian racing team of the 1950s was founded by Commendatore Traversi in the bar "Grande Italia" in Milan in December 1952. Traversi had a workshop for cars in San Balba near Milan and the newly founded Scuderia was based at Corse Venezia 29 in Milan. Ezio Vigorelli, the Minister of Labor and a strong supporter of Italian racing, became the President of Madunina. An expanded Scuderia Madunina achieved 44 wins in 1954. In that season they entered 49 race events of all kind including regularity runs. Madunina had fifteen members in 1952 and grew to 288 members only two years later. This racing team had no cars in its direct ownership. All cars, among them various Ferrari, OSCA and Maserati, were privately owned by its members and entered under the team name.

Due to the efforts of Marcello Giambertone, Fangio's business manager, who also was Secretary and one of the founders in 1952, Scuderia Madunina became quite active in South America in the late 1950s. Closely connected with Organprix, the privately-owned organization of Giambertone, some used 300S cars were purchased from the Factory and sold on to private owners in South America. It is impossible today to determine all its activities at that time but the connection to the Maserati Factory was obviously strong.

Scuderia Guastalla

Franco Cornacchia, who became the Milan-based Maserati dealer for northern Italy, was the man behind Scuderia Guastalla which he had founded in the early 1950s at Via Freguglio 6, Milan. The team operated Maserati 250F single-seaters in the Formula 1 Championship in 1956 but with no real success, as well as sports cars, and was closely connected with both Maserati and Ferrari. Umberto Maglioli, Brazilian Chico Landi and Gerino Gerini were among the drivers who sat behind the wheel of Guastalla cars in that period. Cornacchia personally entered his 200S in the 1956 Mille Miglia and an unidentified 300S in a hillclimb in the Alps (see the Mystery Cars chapter). His racing team also operated on the South American continent and it seems they had offices in Venezuela and Havana, Cuba. Cornacchia is mostly remembered for his participation in the 1954 Carrera Panamericana in a Ferrari Monza where he finished fifth overall. Guastalla was the only team that ordered a 300S new from the Factory (see #3070 chapter), and placed another order for a 300S (see #3067 chapter) on behalf of a private buyer. It is unclear exactly when this team closed its operations.

Three cars of the Centro Sud Racing School on the Autodromo in Modena. In between two A6GCS cars is the 300S, #3065.

(Walter Bäumer Collection)





OPPOSITE: Stirling Moss, who took the laurels for his win in the 1956 Buenos Aires 1000 km race, surrounded by a group of enthusiastic South American journalists. (*Speed Age*)

ABOVE: The famous roundabout section in the 1956 1000 km of Buenos Aires. First in the row with no.43 is Fangio in his Ferrari 410 Sport, followed by teammate Collins (no.44) and privateer Valiente (no.45), both in Ferraris which did not finish the race. Olivier Gendebien in his Ferrari 857 Monza finished 2nd., but it was Moss in #3054 (no.31) who was the victor. (*Walter Bäumer Collection*)

SUPERMO'IL

PROHIBIDO FUMAR





The Maserati team prior to scrutineering for the 1000 km of Buenos Aires in 1958. Number 12 is #3066 that Fangio crashed in the event, no.28 is 300S, #3035 with Mendez de Barros and Milan, no.14 is the still unidentified chassis that Jorge Magnasco bought just before the race only to fatally crash three days later. It was probably #3067. Number 32 is the 200S of Bonnier and Gregory, and no.30, the 250S of Scarlatti and Negri. Only #3035 saw the finish.

(Maniago Collection)



OPPOSITE ABOVE: A very relaxed Ebb Rose smiles at the camera whilst standing alongside #3052 on the grid of the Eagle Mountain race in February 1959. Note the slightly welded scoops on the bonnet to give more space for the carburetors of the Chevrolet engine which was fitted at that time. *(Ebb Rose Collection)*

OPPOSITE LEFT: Lloyd Ruby lost control and crashed badly at Meadowdale in 1959. *(Meadowdale website)*

OPPOSITE RIGHT: Later the wreck was transported off the circuit to an unknown scrapyard. A sad end for the second 300S to be built. *(Meadowdale website)*

RACE HISTORY: 3052

15	May	1955	Cumberland National, Briggs Cunningham (no.30), 4th. OA
04	July	1955	Beverly/Prelim, Briggs Cunningham (no.98), 4th. or 6th. OA
04	July	1955	Beverly/Main, Briggs Cunningham/Sherwood Johnston (no.98), 4th. or 6th. OA
17	September	1955	Watkins Glen, John G. Bennett (no.59), - Cunningham entry - DNF?
16	October	1955	Hagerstown/Main, Briggs Cunningham (no.58), 5th. OA
10	March	1956	Walterboro, Phil Stewart (no.66), DNF
20	May	1956	Wisconsin Grand Prix, Phil Stewart (no.66), 1st. OA
24	June	1956	Elkhart Lake, Road America, Phil Stewart (no.66), 6th. OA
19	May	1957	Coffeyville, Jack Hinkle (no.66), 2nd. OA
01/02	June	1957	Eagle Mountain, Jack Hinkle (no.66), DNF - crash
15	September	1957	Stillwater, Jack Hinkle (no.66), 1st. OA
8/9	March	1958	Mansfield/Race 7, J.E. Rose, 1st. OA
07	September	1958	Lime Rock, Lloyd Ruby (no.46?), DNF
28	September	1958	Watkins Glen, Lloyd Ruby (no.46?), DNF
15	February	1959	Eagle Mountain, J.E. Rose (no.46), DNF
08	March	1959	First Annual Examiner Grand Prix, Pomona, Lloyd Ruby (no.246), 5th. OA
05	April	1959	Daytona, Carroll Shelby (no.46), DNF
31	May	1959	Meadowdale, Sonny McDaniel (no.46), DNF
06	June	1959	Lime Rock, Sonny McDaniel (no.46), 6th. OA
05	July	1959	Meadowdale, Roger Ward (no.46), DNF
19	July	1959	Riverside, Duane Carter (no.46), DNF
05	September	1959	Meadowdale, Lloyd Ruby - crash



#3055 was repaired in Italy and returned to action almost two weeks later for the 1000 km of Paris on June 10, 1956 when the works car was loaned to Frenchman Louis Rosier, with race number 1. Jean Behra, who was driving an A6GCS with Georges Houel as a Scuderia Centro Sud entry, had problems with the 2-liter car and had to withdraw. After he came into the pits, he took over the more competitive works 300S from Rosier, driving it to victory on the spectacular circuit with its high banking. Why Maserati gave this 300S works car to a private driver instead of its team leader is something of a mystery. Perhaps Monsieur Rosier wired much-needed cash to the Factory account in Italy to get the official works racer. Almost one month later, on July 8, the Rouen Grand Prix was on the agenda of Jean Behra, again with #3055, but this time sporting race number 8, and here he came home third overall. At the end of this successful season the Factory decided to take its team to Australia to participate in the Australian Tourist Trophy at the Albert Park circuit. Two cars were shipped to Australia in November 1956: #3055 and the Nürburgring winner, #3059.

Stirling Moss and Jean Behra were set to drive the cars in Australia following their busy season in Europe and South and North America. #3055, still with its Italian road registration, was driven by Behra to second place at Albert Park behind Moss, who took the chequered flag with the other Maserati. This very good result was the talk of the day amongst the Australian race drivers and enthusiasts, and was an excellent way for Maserati to promote its own cars.

It proved to be a successful strategy as Australian Doug Whiteford, impressed by the car's performance, purchased #3055 immediately after the Tourist Trophy. The sale is confirmed in the Factory records of December 20, 1956. Two months later, in February 1957, Whiteford took his new acquisition to the Fishermen's Bend race and later to other events in Australia. #3055 became one of the most successful race cars in the southern continent, and *Motor Manual*, an Australian publication, featured the car in its April 1, 1957 issue in a series called "Australia's Fastest Cars".



OPPOSITE: Bordoni with #3055 just prior to the start of the 1955 Trieste-Opicina Hillclimb. The strong car gave him a first overall. *(Actualfoto)*

ABOVE: Stirling Moss guns #3055, now with longnose specification, through the first rounds of the 1000 km of Nürburgring in 1956. *(Unknown photographer)*

Doug Whiteford was one of the first professional drivers who towed his 300S in a specially built trailer decorated with a big Maserati logo on both sides. In the Albert Park 1957 edition he finished first overall after only eight laps, but disaster struck in October 1958 when Whiteford drove #3055 at Bathurst. A gust of wind caught the car on the Con-Rod Straight just as it topped a rise in the braking area. Traveling at around 130 mph, the 300S left the road sliding sideways, hit the safety fence, spun three times and hit the fence again. The car was then thrown backwards up to the escape road and was finally stopped by another fence. Whiteford was shocked but unharmed, but #3055 was badly damaged. The car was completely repaired in Australia within six weeks and was road-registered with number 47749 painted on its rear. Subsequently, #3055 continued its success in Australia. With race number 26, it was seen at Albert Park in November 1958 and in the 1959 Australian Grand Prix at Longford on February 28, where it was recorded in the first heat at 147 mph on the straight, and beat the lighter 250F of Arnold Glass in the Tasman Trophy race. In the final heat on March 2, Whiteford had to retire due to a broken driveshaft. This hard working 300S was only beaten once in the Australian sports car races it finished.

The Unknown Number 30

Car number 30 in the 1957 edition of the 1000 km of Buenos Aires was another mystery 300S. Also in the race was the Moss/Menditeguy car which took second overall. Number 30 was driven by works driver Harry Schell with Joakim Bonnier as co-driver, and the car was retired after twenty-five laps because of clutch problems.

It was definitely an early car with the offset rev counter, and it had the boxed air-outlets in both sides, and a somewhat pointed rear end. The holes for brake cooling appear very much aftermarket as they were squeezed between the headlamps and the radiator opening. The car that would match the looks of this 300S, despite the holes in the nose, is #3054 that won the event spectacularly with Moss the year before. If this was the case than it came either from the Ettore Chimeri/Mauricio Marcotulli stable, which owned the car from late in 1956, or it may still have been with Organprix, the organization handled by Fangio's manager Marcello Giambertone.

RACE HISTORY:

20 January 1957 1000 km Buenos Aires, Harry Schell/
Joakim Bonnier (no.30), DNF



DALTON WATSON FINE BOOKS

Maserati 300S

Author Walter Bäumer

ISBN 978-1-85443-232-2
Publication Date November 2008
Page Size 295mm x 290mm, 360 pages, case bound with dust jacket and slip case
Illustrations: 390 historical black and white and color photographs

This is the first book devoted exclusively to the Maserati 300S, one of the most beautiful sports racing cars ever built, and the main opponent of the Ferraris in the World Sportscar Championships of 1956 and 1957. Described by Stirling Moss as one of the best race car concepts of the Fifties, the 300S wrote motor sports history. With famous drivers like Juan-Manuel Fangio, Jean Behra, Harry Schell, Carroll Shelby and Stirling Moss, it raced with both great success and disappointing failure.

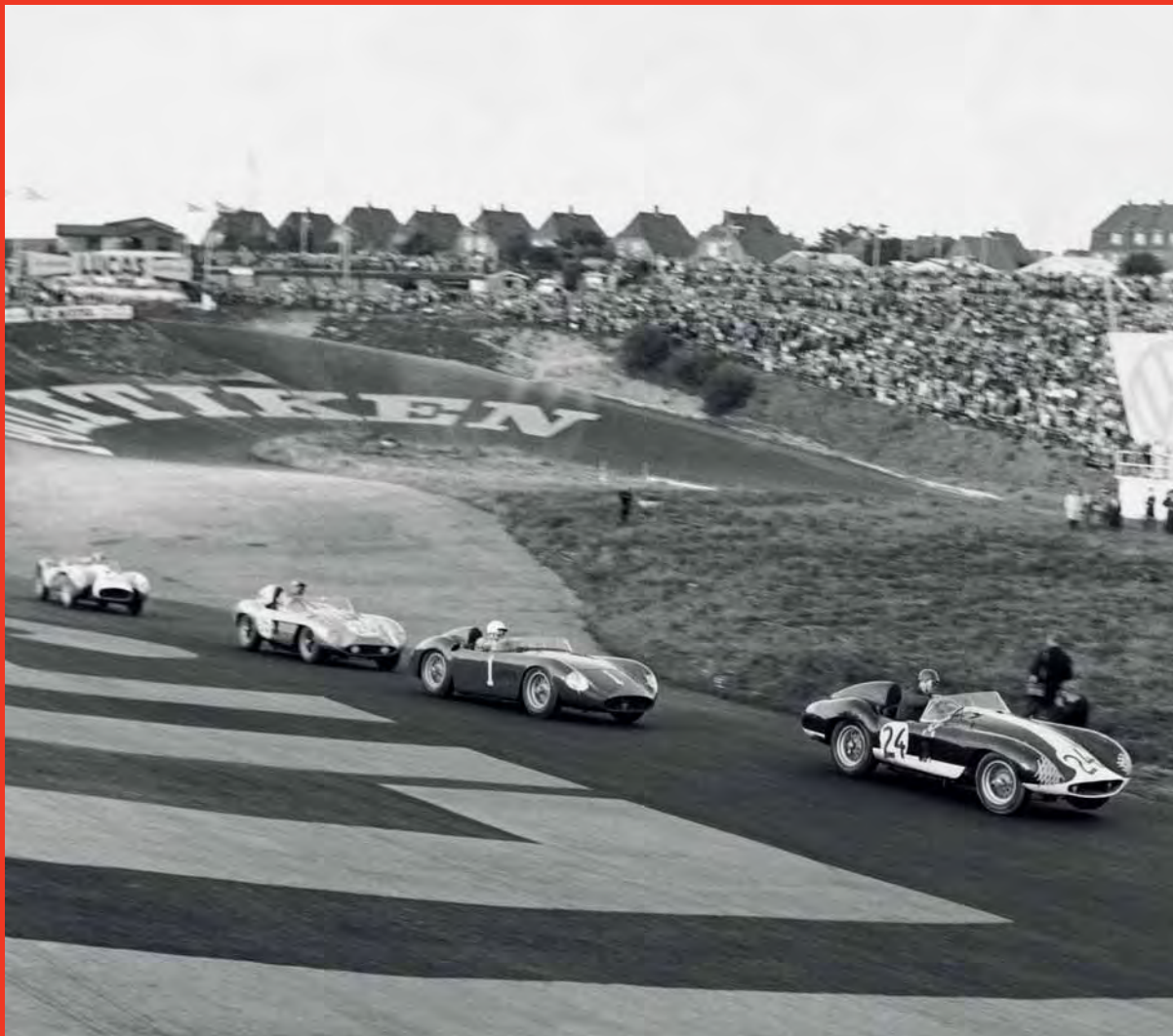
Despite the often confusing and inaccurate records which make it difficult to establish the exact fate of these cars, the history of each of the twenty-eight 300S that were made by Officine Maserati S.p.A. in Modena, is listed chassis by chassis and profusely illustrated with period photographs. A section on the technical specifications of the 300S is also included, and an overview of the sports car racing scene of the time provides historical context.

Walter Bäumer was born in 1954 into a family of car enthusiasts. His uncle, also called Walter, was a Mercedes Grand Prix driver and the winner with Huschke von Hanstein of the 1940 Mille Miglia driving a BMW 328, and his father, Werner, acted as Walter's manager and business adviser. After high school, Walter studied photography, and for many years worked as a photographer and freelance art director for well-known companies in the fashion and cosmetics industries, and magazines such as Esquire, Lucca, Vogue, Style and Playboy. Since 2003 he has worked full time as a Maserati historian. He lives in Düsseldorf, Germany.

Price: US\$155/UK£95

For more information or to purchase this book please visit www.daltonwatson.com

Dalton Watson Fine Books, Deerfield, Illinois 60015, USA
Telephone: (1) 847 945 0568, email: info@daltonwatson.com



This is the first book devoted exclusively to the Maserati 300S, one of the most beautiful sports racing cars ever built. It was the main opponent of the Ferraris in the World Sportscar Championships of 1956 and 1957. Described by Stirling Moss as one of the best race car concepts of the Fifties, the 300S wrote motor sports history. With famous drivers like Juan-Manuel Fangio, Jean Behra, Harry Schell, Carroll Shelby and Stirling Moss, it raced with both great success and disappointing failure.

Despite the often confusing and inaccurate records which make it difficult to establish the exact fate of these cars, the history of each of the twenty-eight 300S that were made by Officine Maserati S.p.A. in Modena, is listed chassis by chassis and profusely illustrated with period photographs.

ISBN 978-185443-232-2
5 0000 >



9 781854 432322

www.daltonwatson.com