

HISTORY of #2401:

A. As a Works Car: with 150S-type Body:

Date	Race	Race #	Driver	Result	Reference
06/08/55	8th Gran Premio di Napoli		Bellucci	DNF	Osini/Zagari p. 642
06/19/55	Imola Sportscar GP		Bordoni	Crash	Orsini/Zagari p. 642
10/16/55	Targa Florio	#90	Bracco	Crash in practice + Crash 1st lap	Orsini/Zagari p. 642 Finn p. 59 Road + Track 1/1956 p.15-17 Pritchard p. 308 T + T p. 180 Cahier Endurance p. 73



Practice accident visible on right front fender



Bracco puts #2401 into the ditch

Winter 1955	Tested by Musso and Bellucci				Orsini/Zagari p. 643
Winter 1955	Body, suspension + engine updated				Orsini/Zagari p. 643/644

3/19/56 Trofeo Vigorelli G. Musso 1st OA fastest lap wsrp.wz.cz.

4/8/56 Giro di Sicilia G. Musso DNF Crash wsrp.wz.cz

4/26/56 Foglio di Montaggio issued

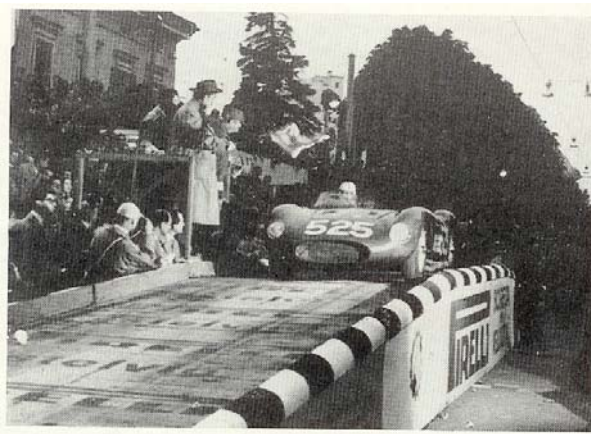
MASERATI MODENA	CARATTERISTICHE DELL'AUTOTELAIO TIPO	2005
	MOTORE N. 2401 - L. TELAI0 N. 2401	
MOTORE	Testa cilindri norm. doppia valvole	2005.
	Albero distribuzione 45059 Bilancieri con molle r.	
	Molle esterne per valvole 2 a 2,110 Molle interne carica 880	
	Valvole aspirazione 408 Valvole scarico 440	
	Ingranaggio distribuzione tutti norm. 1505.	
	Basamento cilindri norm. 2005.	
	Canne cilindri Elettromeccanica Gh. 52	
	Pistoni Borgo 492 Volume camera scoppio in cm. ³ AL. 1:4	
	Bielle n. 2005. Albero Motore KMV. n. con linkaggi	
	Bronzine di banco e brisole normali Bunderell 2005	
	Magnete o-spintacoppia Maxwell ST25DAS. Idro. 4 cm.	
	Motorino Maxwell Mt 23B. Dinamo Maxwell. 51000. A170	
	Candele Lodge RL49 Carburatore 3 Weber. 508C	
	Regolazione Benzina Getto 180 Diffusore 32	
	Caratteristiche speciali Gr. 0.20 - Gr. 0.60 - IF 200. Segnala 4/4	
	Flange per carburatori con distanziali in gomma.	
	Pase AB50 - CAR570.30	
	ASR3 - C338	
	Valve 3 alvea Molle 250F. Spingidisco 250F	
	Leve di comando tutto normale 250F e 1505. con	
	Parastoppi	
CAMBIO	Scatola 1505.	
	Rapporti I° 15/23 II° 12/21 III° 19/19 IV° 24/	
	tutto sincronizzato	
	Pompa olio normale mandata e recupero 150	

2	CILINDRATA 2000	V. CONTROLLO	DATA
			26-4-56
PONTE POSTERIORE	Rapporto 9/38	Albero di trasmissione Fabbri 480	
	Mozzi 2005. 52	Ammortizzatori 2005	
	Molle 2 a balestra norm. 2005. 52 - triangolo reattivi		
	tubi laterali fissi - Autobloccante.		
AVANTRENO	Mozzi 250F.	Ammortizzatori 2005.	
	Molle 2 a spirale 2005. 52 - 50 sp. 250F. barra di		
	compensaz. 414		
STERZO	Comandi n. 3005	Snodi 2. 2. 2. con sul	
	piante 3 giunti Fabbri 448		
FRENO	Diametro m/m ant e post 435x455	Tamburi 250F.	
	Ceppi 250F.	Portafreni 250F.	
	Pompe ant 1" 1/8 - post 1" con ruote freno 563 -		
	Pieni avvolgenti - Pieno mano sulle borse		
TELAIO	Caratteristiche speciali Costruito da noi		
	Radiatore Pini Verona Serbatoio carburante e olio Aluminio		
	Pompa benzina e Pizia elettriche		
	Batterie accumulatori Fiam 12V.		
	Bomba Rad. olio abb. olio. Impianto elettrico 12V.		
	Ruote 2 Ray. Barra 4.5x14 Gomme Pirelli Stelvio		
	ant e post 6006 - Serbatoio olio antenari		
	motore a innalzato 60% - Acceleratore a		
	destro		
NOTE: Parovento Sport. da Franchi - Strumenti: Jaeger - Vernice la Rosso - Fari Cib e - Cochino - 2 porte - Coperte - mandata moto n. 15 2005			

4/29/56 Mille Miglia #525 Bellucci DNF Motorsport 1956 p.356 Osini/Zagari p. 642, 643 Pritchard p. 309 Klemantaski Archivio Sorlini NR Collection Wimpffen p. 168/169 ACB



Bellucci at the start of the MM 1956 and during the race

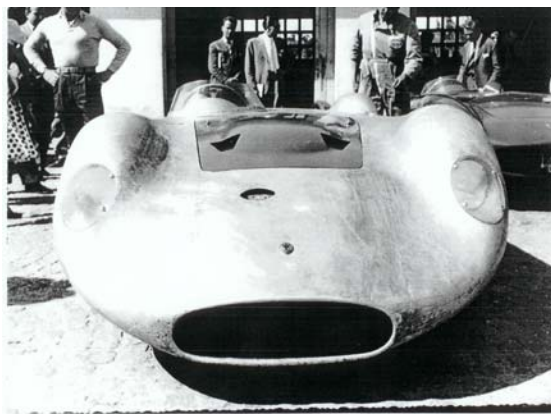


B. As a Works Car: with 200S-type Body, Rigid Rear Axle and Oil Tank in the Passenger Compartment:

May 1956 Car tested by Cesare Perdisa in Monza

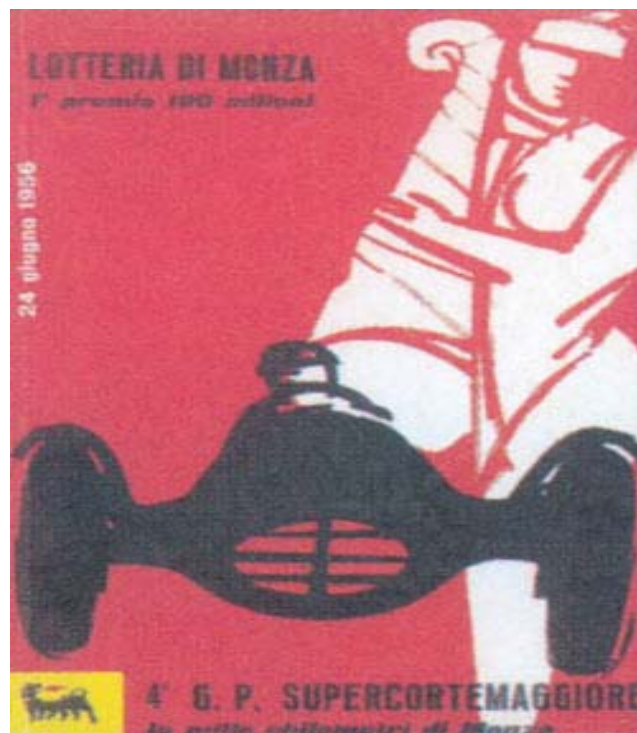


6/5/56	GP di Napoli	Bellucci	1st OA	wsrp.wz.cz
6/17/56	Circuito di Caserta	Bellucci	8th OA fastest lap	wsrp.wz.cz
6/24/56	GP Supercorte- #1 maggiore Monza	Farina	Crash in practice	Pritchard p. 310 Motorsport 1956 p. 489-491 1000km Monza p. 23 Autopassion 4/1991 p. 72 Moss p. 169 Autofocus 1/2006





GP Supercortemaggiore Monza 1956: Moss inspects the damage after Farina is taken to the hospital



C. As a Works Car: with 200S-type Body, De Dion Rear Axle and Oil Tank in the Passenger Compartment:

7/22/56

Grand Premio
di Bari

#2

Behra

1st OA
fastest lap

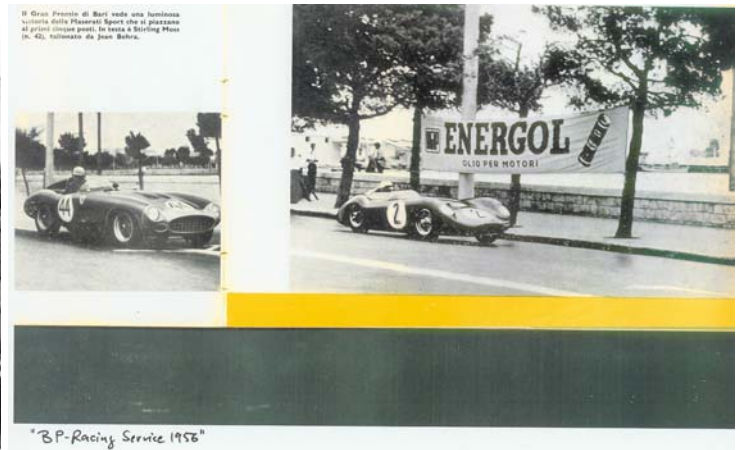
OSCA p. 225
Motorsport 1956 p. 554/
555
Letter from Cozza
dated 9/18/01
Vintage Racecar
1/2001 p. 30-33



Cesare Perdisa and Jean Behra celebrating with Champagne "old style". not spashing it but drinking.



Behra takes the chequered flag in Bari



British Petrol Leaflet

8/1/56

99 Mile-Race
Nürburgring

#32

Moss

2nd OA
fastest lap

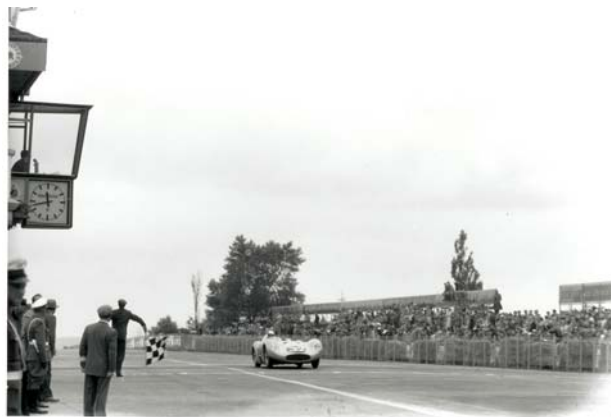
Cahier
Klemantaski
Pritchard p.312
NR Collection
Moss p. 168
Autosport: 8/10/56 p.57







Moss talking to Hans Hermann and Peter Falk before the start



"BP-Racing Service 1956"

British Petrol Leaflet



Bertocchi in the pits in #2401



AUTOSPORT, AUGUST 10, 1956

THE RESULTS

German Grand Prix (21 laps, 501.82 km.)
 1. J. M. Fangio (Ferrari), 1 hr. 18 min. 43.1 sec. (172.8 k.p.h.); 2. Stirling Moss (Cooper-Climax), 1 hr. 19 min. 20.2 sec.; 3. J. J. Hoffmann (Ferrari), 1 hr. 20 min. 22.7 sec.; 4. P. Ghisla (Daimler-Benz), 1 hr. 20 min. 15.7 sec.; 5. G. von Saldern (Ferrari), 1 hr. 21 min. 18.3 sec.; 6. O. Völklinger (Daimler-Benz), 1 hr. 21 min. 14.2 k.p.h.

Sports Car Race
 1947 km. 1. H. Hermann (Ferrari), 1 hr. 15 min. 28.8 sec. (176.3 k.p.h.); 2. A. M. G. (Daimler-Benz), 1 hr. 15 min. 29.8 sec.; 3. M. G. (Daimler-Benz), 1 hr. 16 min. 41.8 sec.; 4. R. von Frankenberg (Ferrari), 1 hr. 16 min. 03.9 sec.; 5. G. von Saldern (Ferrari), 1 hr. 16 min. 06.7 sec.; 6. J. J. Hoffmann (Ferrari), 1 hr. 16 min. 41.8 sec.; 7. M. G. (Cooper-Climax), 1 hr. 17 min. 25.7 sec.; 8. M. G. (Cooper-Climax), 1 hr. 17 min. 21.6 sec.; 9. P. Ghisla (Daimler-Benz), 1 hr. 17 min. 12.3 sec.; 10. G. von Saldern (Ferrari), 1 hr. 17 min. 11.9 sec.

Production Sports Car race (2,000 c.c.)
 199.67 km. 1. O. Schell (Ferrari), 1 hr. 14 min. 43.0 sec.; 2. J. J. Hoffmann (Ferrari), 1 hr. 15 min. 38.3 sec.; 3. R. von Frankenberg (Ferrari), 1 hr. 16 min. 19.5 sec.; 4. W. Schuck (Daimler-Benz), 1 hr. 16 min. 32.7 sec.

Grand Touring Car race (3,000 c.c.)
 199.67 km. 1. W. Lutz (Alfa Romeo), 1 hr. 16 min. 04.9 sec. (177.8 k.p.h.); 2. P. Ghisla (Daimler-Benz), 1 hr. 16 min. 04.9 sec.; 3. W. Schuck (Daimler-Benz), 1 hr. 16 min. 10.8 sec.; 4. L. Bressi (Ferrari), 1 hr. 16 min. 10.8 sec.; 5. W. Schuck (Daimler-Benz), 1 hr. 16 min. 10.8 sec.; 6. W. Schuck (Daimler-Benz), 1 hr. 16 min. 10.8 sec.; 7. W. Schuck (Daimler-Benz), 1 hr. 16 min. 10.8 sec.; 8. W. Schuck (Daimler-Benz), 1 hr. 16 min. 10.8 sec.; 9. W. Schuck (Daimler-Benz), 1 hr. 16 min. 10.8 sec.; 10. W. Schuck (Daimler-Benz), 1 hr. 16 min. 10.8 sec.

Over 2,000 c.c. (7 laps, 199.67 km.)
 1. O. Schell (Ferrari), 1 hr. 14 min. 43.0 sec.; 2. W. Schuck (Daimler-Benz), 1 hr. 15 min. 38.3 sec.; 3. W. Schuck (Daimler-Benz), 1 hr. 16 min. 19.5 sec.; 4. W. Schuck (Daimler-Benz), 1 hr. 16 min. 32.7 sec.

It was now excitedly announcing his tenth lap, Fangio had knocked the record to 9 min. 44.9 sec. The latter came in next, and the tail-pipe of his car were tried but could not be taken on more oil, but without them and without failing.

The 13th lap was unlucky for Schell. Behra came in, but it was being lashed down, dingbat. Behra got away again. Schell arrived trailing a smokescreen from an overheated engine. After hopping around with burnt fins, the mechanic got some water in

stream-Castrol-It was out. The car. In to the latter was out leaving which in a that it had a and light did not l over as the

FIRST THREE in the race for sports-racing cars up to 1½ litres were Hans Herrmann (right) in a Porsche, while second place was disputed all the way (above) by Moss (Maserati) and Stirling Moss (Cooper-Climax).

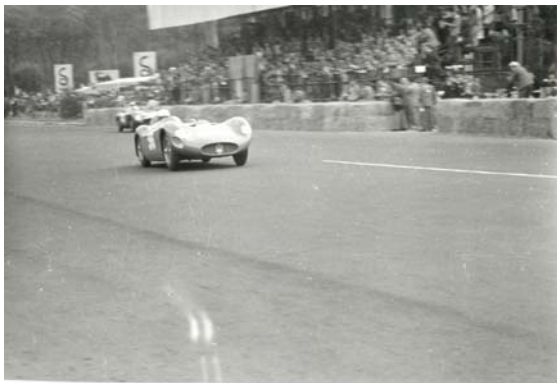
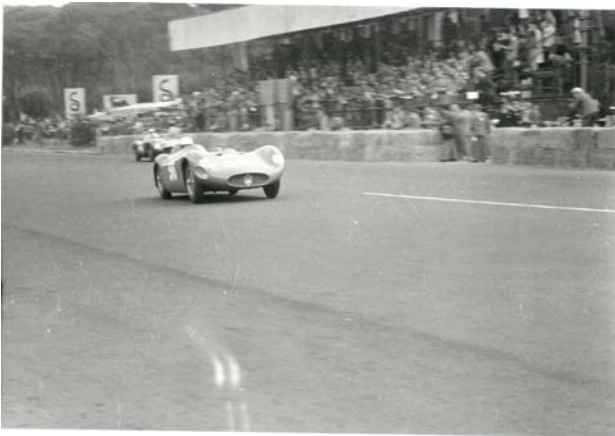
Article in Motorsport Magazine about the race



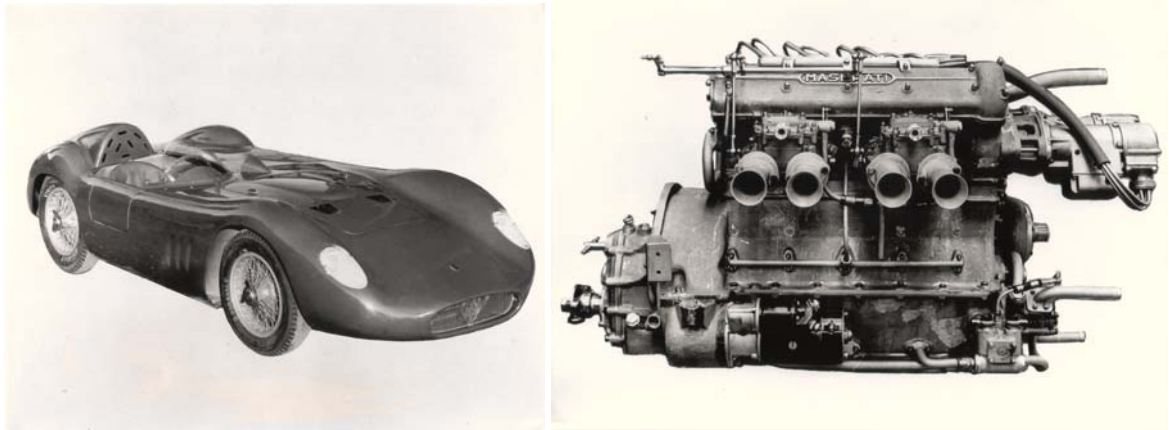
Taruffi at the start of the GP di Pescara

10/21/56 GP di Roma #56 Villoresi Acc. (17th lap) Collection W. B. Villoresi p. 142
(his last race)





D. As a Works Car Modified to 200 SI Specification (2nd door etc.):



Official pictures of #2401 from the Maserati Sales Brochure

ESSAI



MASERATI SPORT 200 SI



Le double cylindre est celui d'une magnétique catalytique à deux valves à cornes en fil et double allumage. Cette bête mécanique n'a pas besoin de lubrification pour être au cœur d'un tour de piste. Pour changer l'aspect de l'air, les données d'assurance et d'habitat (distribution par collecteur) sont reportés à l'ordre.

CARACTÉRISTIQUES TECHNIQUES



MOTEUR

Type/Configuration: 4 cylindres en ligne (longitudinal avant) Alliage à l'aluminium pour le cylindre. Cylindres: 100/100. Cylindres serrés: 0,025mm. Rapport volumétrique: 9,5:1. Régime maximum (RPM): 7000. Puissance maximum: 100 CV à 5200 rpm. Performance sportive: 160 km/h. Capacité maximum: 100 litres à 1,700 mm. Couple spécifique: env. 2,2 kg/m³. Niveau moyen de consommation au régime de puissance: 15 km/l. Distribution: 2 arbres à pignons en tête entraînés par un engrenage. 2 soupapes. Vitesse maximale: 160 km/h. Moteur à l'huile. Lubrification: pompe à huile. Alimentation: 2 carburateurs double corps horizontaux Weber et 2 C.V. Allumage: 2 bobines par cylindre. Double magnéto double distribution. Equipement standard: 120 km/h.

TRANSMISSION

Model: non modifié. Embreyage: à commande à main. Nombre de rapports: 4 (avant, quatrième franchée en 4^e). Rapports 1:1, 2:1, 3:1, 4:1, 5:1, 6:1. Rapport au pont: 4,44:1. Arrière: 2,27.

CHÂSSIS

Type et Structure: tubulaire à deux longrines, rails arrière et structure en tubules. Type de suspension: indépendante avant, arrière, deux roues avant indépendantes à hydro-pneumatique à deux roues arrière. Amortisseurs: indépendants à deux roues avant, à deux roues arrière. Direction: à bras. Freinage: à disque avant, à tambour arrière. ABS: tambour. Direction: à bras et à commande à deux roues de toutes les roues. Jantes pneumatiques: 160 km/h. 160 x 160. 160 x 160.

DIMENSIONS, POIDS, CAPACITÉ

Longueur (mm): 300. Largeur (mm): 145. Hauteur (mm): 110. Empattement (mm): 170. Hauteur avant (mm): 120. Hauteur arrière (mm): 120. Poids (kg): 1100. Rapport poids/puissance (kg/kW): 11. Capacité totale (l): 18. Capacité réservoir essence (l): 50.

Original Sales Leaflet depicting #2401

11/4/56

GP of Caracas

#10

Behra

3rd OA, 1st IC

Archivo Estrada
Letter from Cozza
Dated 9/18/01
Orsini/Zagari p.644



E. Sold to Ettore Chimeri, Venezuela. Loaned by Chimeri to the Works and used as a Works Car when the Works 450S was Upheld by a Dock Strike in New York:

2/24/57

GP of Cuba #28

Moss

DNF (engine)

Moss p. 169
Forza 1998: p. 61
Burnside
Davy p. 285
Letter from
Castrol Venezuela
Dated 11/22/57
Orsini/Zagari p. 644

Letter from Cozza
9/18/01



Moss standing next to #2401



F. Sold to Felipe Guitierrez, Venezuela, Repainted White With Two Stripes:

11/3/57

GP of Caracas #52

Gonzales/
Guitierrez

19th OA

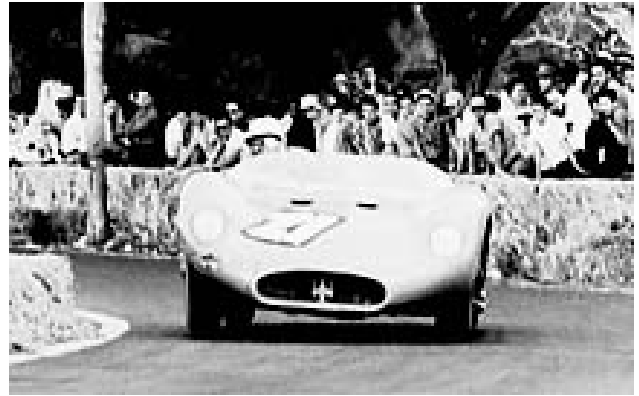
Archivo Estrada
American
Racing p.124



G. Sold to Renny Ottolina (Famous TV Host), Venezuela, Repainted Blue:

2/28/60 GP of Cuba #21 Freddie Brandt DNF Burnside





H. 1963: Sold to Joel Finn, USA (together with Another 200S for 800 \$) Letter from Finn
Dated 4/22/03

I. 1963: Sold to Jim Hall, Texas for 800 \$

Letter from Derick
Brundick dated
3/14/05

J. 1965: Sold to F. M. Brundick III, Jacksonville, Florida

Letter from Derick
Brundick dated
3/14/05
Letters from Maserati
to Brundick dated
10/12/66 and 11/09/66
Notarized letter of
authorization to Peter
Gregg of Brumos
Porsche dated
06/02/66



In front of Brundick's house

K. 1966: Sold to Chris Drake for 800\$

Letter from Finn
Dated 4/22/03
Conversation with
Drake 04/17/02



FOR SALE - continued

1967 Aston Martin DB, 1 Valente. Finished in light metallic green with black leather interior. Automatic with P.A.S. power boost and windows. 50,000 miles, over £12,000 just spent on bodywork and mechanics. Superb condition.

1954 MG TF 1500. Black with beige leather interior, with electric windows, registration no. 96 F. Result at Hayslett Drive, 8,000 miles since. **68,000**

1974 Ferrari 308 GTA. White with black leather interior, with electric windows, air conditioning, 26,500 miles. 3 owners. **£12,999**

WANTED: FERRARI, MASERATI, PORSCHE AND ANY SPORTS/RACING CARS

JOHN SPERO
01-589 5259 MORRIS STAPLETON MOTORS 01-589 5259

FOR SALE - continued

1974 MG MGB 1500. Black with beige leather interior, with electric windows, registration no. 96 F. Result at Hayslett Drive, 8,000 miles since. **68,000**

1974 Ferrari 308 GTA. White with black leather interior, with electric windows, air conditioning, 26,500 miles. 3 owners. **£12,999**

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JOHN SPERO
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1932 Alfa Romeo 8C 1750. Blown Grand Sport by Zagato 5th series completely restored in immaculate condition. Engine being overhauled by Alfa specialist. Chassis No. 1081430. Price £20,900

1956 Maserati Mille Miglia 2000i. Sports racing car chassis and engine No. 2401. 2 litre 180 b.h.p. dry sump engine. 3-speed gearbox, ex works car. Price £18,000

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**L. 1979: Sold to Nobuo Harada, Japan for 28.000 GBP
Displayed in Kawaguchiko Motor Museum**

Ad in Motorsport 1979
p. 1406

M. 8/19/2001: Sold to Wolf Zweifler

Literature, Sources:

Abb.:

Luigi Orsini, Franco Zagari:	Maserati. A complete history from 1926 to Present. Milano 1980	Orsini/Zagari
Joel E. Finn:	Maserati: The Postwar SportsracingCars New York	Finn
Anthony Pritchard:	Maserati: A History. New York 1976	Pritchard
Anthony Pritchard, Keith Davy:	Italian High Performance Cars 1967	Davy
Luigi Orsini, Franco Zagari:	OSCA. La Rivincita Dei Maserati Milan 1989	OSCA
Filippo Carraciolo:	1000km Di Monza Verona 1998	1000km Monza
Tom Burnside:	American Racing Cologne 1996	American Racing
Stirling Moss:	My Cars, My career Sparkford 1987	Moss
Yves Kaltenbach:	Triumph And Tragedy The 1955 Sportscar Season London 2004	T + T
Christian Moity	Endurance. 50 ans d'histoire. 1953 – 1963 Boulogne-Billancourt 2004	Endurance

Janos Wimpffen

Open Road & Front Engines
Phoenix 2005

Wimpffen

Automobile Club Brescia

XXIV Mille Miglia Coppa Franco
Mazzotti

ACB

Photo Collections:

Bernard Cahier
Klemantaski Collection, Peter Sachs
Archivo Sorlini
Nürburgring Collection Walter Bäumer
Archivo Estrada
Tom Burnside
Collection Walter Bäumer

Cahier
Klemantaski
Archivo Sorlini
NR Collection
Archivo Estrada
Burnside
Collection W. B.

Magazines:

Motorsport
Road & Track
Autopassion
Forza
Autofocus
Vintage Racecar



#2401 on the cover of Ruoteclassiche



#2401 in Markt Magazine



MASERATI

164 AUTOMOBIL MARKET 2009

AUTOMOBIL

165 AUTOMOBIL MARKET 2009

MASERATI

166 AUTOMOBIL MARKET 2009

AUTOMOBIL

167 AUTOMOBIL MARKET 2009

MASERATI

Wieder nach Italien dieses 2003 Exemplar vorher schon zweifach schon Giovanni Brambilla (1980-1981) und der "Tribuna" (1981-1982) gefahren. Heute ist das Fahrzeug in der Hand von...

Auch die frühen 2003er wurden im Laufe der Zeit umgebaut. Der alte 2003er ist heute ein 2003er, das heißt, es ist ein 2003er, das heißt, es ist ein 2003er, das heißt, es ist ein 2003er...

Das erste Maserati 2003er wurde im Jahr 2003 in Italien gebaut. Es ist ein 2003er, das heißt, es ist ein 2003er, das heißt, es ist ein 2003er...

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AUTOMOBIL

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MASERATI

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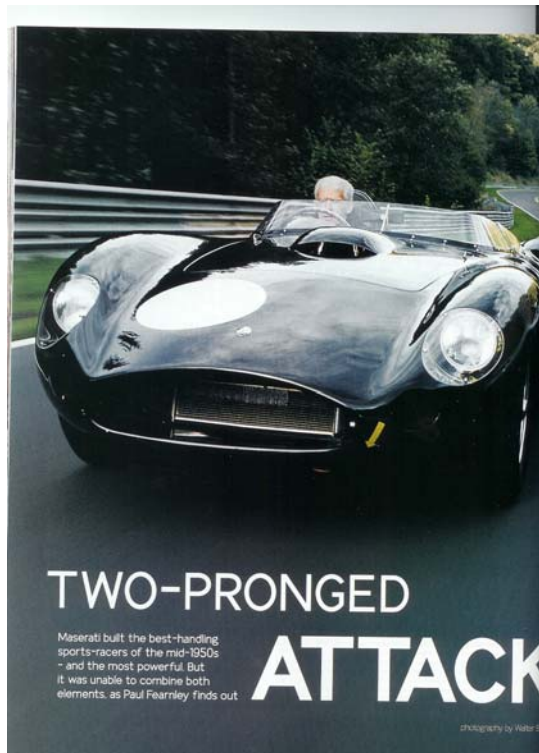
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#2401 in Motorsport Magazine





(and that of Ferrari's 4-litre V12) mounted new powers that were into implementing a 3-litre sports-car formula from '88. The 2005 wasn't without problems, but they were more manageable, less significant, and often somebody else's.

The smaller-capacity classes had a major significance for Maserati not only were there several Italian races to be won - and grids to be filled - but more than that there were OSCAs to be beaten. This was a target set up in 1947 by the three remaining Maserati brothers after their 10-year service contract with the OSCA had expired. Came on... The 1500 came first, the work of Vincenzo Bellanani, soon to depart for Ferrari. Initially fitted with an unknown version of the single-water 4237's four-valve engine, this was replaced by a four-bearing based on the two-valve all-alloy twin-spark DOHC in-line six shared by 250F and 1000. Bunching through a pair of Weber 41/020s, it delivered 140hp at 7500rpm - never quite enough for a car that looked delicate but weighed 410kg, dry. That's not much, but it's considerably more than its Porsche rivals. That, it beat a dozen 1500s byers on its debut - a 580km race for 1100cc sportsmen at the Nürburgring in August 1953 - but into that particular equation you have to factor Jean Behra and the 16. Then version of the car, lower drivers performed the slowest but came in first on the 1500-mile race.

Maserati stretches 2005 endurance. Long nose body hatched out by the legendary Walter Farina. Engine shows more of a wedge and to the back but against more nimble Porsches



myself that each had had a different man left pipe a background hint of high bar, right pipe the chud on hand down. The strove effect once on the driving seat, however, generates a towering wall of sound, resonating at intervals elsewhere on the body.

There are, though, some cranks of comfort: the clutch is light and the 1000s had an impressive twin-cam, two-spark two-valve unit that displaced 4400cc, and which almost took the factory walk-down as a registered 4000hp on the dyno. The years of Ferrari overhauling Maserati were definitely over.

Feel the force! Anything that looks like this good and goes that fast isn't to be sneezed at. It's a Maserati that thinks it's very pretty, however open

TECH SPEC Maserati 4502. Type: at-risk 300kg V8 race sports. 3500rpm/2600rpm. Fuel: 90 octane. Capacity: 407.7 litres. Stroke: 52.5 x 69mm. Max power: 4000rpm @ 230CV. Max revs: 7000rpm. Gearbox: 5:1. Fueling system: four Weber 48/34 jets. Oil: Magneti Marelli. Starter: full-speed transaxle, lights. Clutch: multi-plate. Type: tubular alloy frame. Body: full aluminium. Track: 1670mm. Wheelbase: 1800mm. Body (F/V): 1350/1300mm. Dry weight: 750kg. Suspension: 0.0. Brakes: front: large vented disc, rear: spring suspension. 0-100 in 2.9s. Reserve fuel: 50 litres. Dimensions: 2.85m. Seats: 2. Steering wheel: 4-spoke. Fuel capacity: 407.7 litres. Max speed: 180 km/h. Type: F/V. 1950-1955.



A streamlined coupe into metal. In a win at Kristianstad, where Maserati shared the car with Behra, meant the title was still up for grabs at the Caracas trials in November.



From top: Trying to appear casual and unimpressed it looks complex but the V8 proved extremely reliable - even in 1600-mph road races - and proved to use concept in numerous, when it appears transaxle is in-line and ahead of diff and at the base, and although it looks strange, the first time including the half-shafts was the car's Achilles heel.

streamlined coupe into metal. In a win at Kristianstad, where Maserati shared the car with Behra, meant the title was still up for grabs at the Caracas trials in November. Ferrari scored a 1-2-3-4 to take the title, all three 4100s (and the works 1000) were wrecked by accidents on the fire. It was a knockout blow.

Thankfully for me (I think, 4502 avoided this carnage, straddled away as it was just south of the Mexican border, just out of the reach of the Italian Revenue Service, which was looking high and low for its owner - cement-and-construction bars, team boss and party animal, Tony Parronno. It eventually found the car and sold it at auction, it's still looking for Tony. How ironic that Parronno, the man whose cash kick-started Maserati's V8 project (initially for a small on-body with a 4.2-revved motor for use in 4100s, run in anger for pool, page 72). If you're reading this, Tony - hey, you never know - you missed something really special. For without question this is one of the most exciting sports racers ever built.

MASERATI 2005 - CHASSIS 2401. The story of 2401's development was a tale of two cars. He first acquaintance with it was due to Tony Parronno. The 2005 was scheduled to share with Tony Parronno the 1956 Supercontinental race at Monza and its parent into the cockpit on the opening lap. Inevitably, team manager John Liggett owned Monza in 1952 against Conner Perdue. They finished second.



More than Saravali's Cooper Bristol at the Ring, 1950, re-use 2005 had made its debut at Monza. In 1952, before John Barry and 4502 practice at Pomona, January '55, He should sound

From the Nürburgring to Mexico via Cuba




Photo: the author. Being, Maserati 2005. Nürburgring for that long with the hubcap

MASERATI 4505 - CHASSIS 4502. The car was meant to be the flagship of Tony Parronno's endurance race fleet, which included Ferrari as well as Maserati, but circumstances overtook that plan. Although finished at Willow Springs in January 1957, 4502 didn't race until '59. Just that it was an uncompleted project because the track was faster, but both Krause and myself (over Phil Woods) were overruled by both Krause and Parronno. The team had to build an extra cockpit into the body. In short to send the drivers, I merely furnished gears to the cockpit!



Then came the 1959 race, and I was named for the 4502 response (Chuck Krause's input in 1961, but the contribution proved inconspicuous against the lead machinery, and after a four-lap race in a minor race at Riverside in March 1962, the car was pensioned off.


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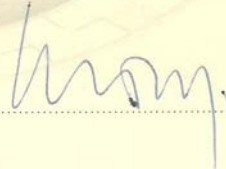
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