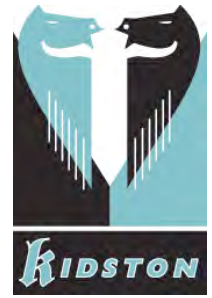


The ex-Prince Gaetano Starrabba/ Scuderia Centro Sud/ Rosso Bianco Collection
1955 Maserati A6 GCS Barchetta
Coachwork by Fiandri / Fantuzzi



Private Portfolio No. 086



Chassis no.
2085

Engine no.
2085

Price €1.7 million

● Rare survivor with clear provenance in major collections and no 'stories' ● Detailed period competition history including a Targa Florio placing ● Beautifully presented following expert restoration in Italy and Germany ● Eligible for Mille Miglia, Tour Auto, Ferrari-Maserati Challenge and other world class events



The Maserati A6GCS was the Modenese company's front line weapon in sports car racing, 1953-1955, combining sweet handling with a lusty six cylinder, two litre engine in a well-balanced package which laid the foundations for the success of its derivatives for several years to come. Some fifty A6GCS chassis left the Maserati works, mostly destined for wealthy gentlemen drivers including Prince Gaetano Starrabba of Palermo, Sicily, the first owner of chassis '2085'. Ordered by him on 17th January 1955 and delivered on 2nd March with its barchetta coachwork (probably by Fantuzzi as he took over from Fiandri for

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the later bodies) finished in Rosso Corsa, the car was initially run by the Scuderia Centro Sud racing team of Guglielmo 'Mimmo' Dei of Rome whose logo adorned the car's shapely flanks early in its life. The sales invoice records that Officine Maserati charged Starrabbia Lire 4,410,460 to include delivery and final testing.

The Maserati's first race was the Monte Pellegrino hillclimb on 11th April in which the prince brought it home a promising 3rd. Next came the Bari Grand Prix (6th), the Trofeo Sardo (1st OA), Mugello (7th CL), the Circuito di Caserta (7th) and, its biggest challenge yet, the Targa Florio where, led by more powerful cars such as the winning Mercedes-Benz 300SLR, Starrabbia drove the barchetta to an impressive 10th overall. Other races followed including the Giro di Sicilia before the prince sold '2085' to fellow competitor Erasmo Simoni of Venice who raced under the pseudonym 'Kammamuri'. His appearances with '2085' include the Bolzano-Mendola hillclimb (6th), Coppa Asiago (2nd), Bologna-San Luca (3rd CL), Treponti-Castelnuovo (7th OA) and the Rome Grand Prix (1st CL). The Maserati was then mothballed as Kammamuri switched to a Ferrari 250GT *berlinetta* in which he later lost his life. At one stage early in the *barchetta's* life it raced with a driver's head fairing which was later removed.

The Maserati's next owner was Modenese Ferrari agent Mario Camellini, who sold it in 1961 to German dealer Gunther Mayer of Heidelberg. He in turn sold the car in 1965 to Hans Seidel, from whom it was acquired in 1974 by pioneering German collector Count Hubertus von Donhoff of Munich. It appears that von Donhoff was representing his friend Baron von Hammerstein, who immediately sent the Maserati to Modena for mechanical restoration.

In 1981 Germany's best-known collector of the era, Peter Kaus, acquired '2085' from von Hammerstein together with its original, damaged cylinder head (the only engine part which is numbered on an



Al Principe
STARRABBIA DI GIARDINELLI
Via Davisi, 74
FELTRINO

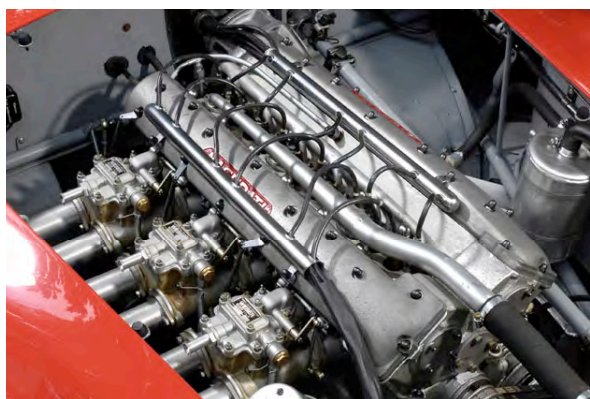
SALDO/ACCONTO VL. ORDINE NR. ACCETTAZIONE AVV. SPEDIZIONE DATA FATTURA
17/1/55 32/30 4549 11/3/55

OGGETTO: FATTURA N. 267
MECC. RESA: ns/ Officine Modena IMBALLO
MEZZO ED INDIRIZZO DI SPEDIZIONE: Ferrovia
PAGAMENTO: per contanti netto e ricevimento fattura

1	AUTOVETTURA SPORT COMPETIZIONE MASERATI tipo A6GCS/2000 cc. - n° 2085 di motore e telaio, carrozzeria due posti, completa di 4 ruote gommata e 1 ruota gommata di scorta e borsa attrezzi.	L.	4.200.000,-
	Spese collaudo e vendita	"	7.000,-
	Spese spedizione vettura	"	75.000,-
		L.	4.282.000,-
	Imposta generale entrata	"	128.460,-
	TOTALE	L.	4.410.460,-

Handwritten signature

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A6GCS) for DM.80,000. The car went on to form part of Mr Kaus' celebrated Rosso Bianco collection for no fewer than 22 years, passing in 2002 to Wolf Dieter Baumann of Hamburg, and thence to the current German owner, another of Germany's leading collectors. The original cylinder head has been reunited with the car which therefore, to the best of our knowledge and that of the specialists with whom we have consulted, retains its original chassis, engine and bodywork: rare indeed for a 1950s Italian sports-racing car which led an active early life. The car has contested remarkably few historic events during its retirement, one of these being an invitation to the Goodwood Revival meeting. In 2006 it was cosmetically restored by *Carrozzeria Autosport* (Bacchelli & Villa) of Bastiglia, Italy, to the highest standard.

Offered 'on the button' and ready for enjoyment, this is a proper, 'no stories' Maserati A6GCS which has not been offered on the open market for years and would be the perfect mount for any manner of top level historic events.