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FINE HISTORIC AUTOMOBILES

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1955 MASERATI A6GCS

1955 Maserati A6 GCS - #2085

- Ordered new by gentleman racer Prince Starrabba di Giardinelli
- Extensive period racing in Italy in 1955 and 1956
- 10th Overall and 5th in class at the 1955 Targa Florio
- Historic racing and rallying since the 1970s
- Matching numbers, the reference point A6GCS
- HTP papers valid to 2028, universally eligible

After World War 2, the Maserati brothers were eager to reactivate their highly successful racing endeavours of the 1930s, and their new Maserati A6 GCS was the car for the job. The first iteration of the A6 GCS was therefore released very quickly in 1947 as an open-wheeled car that was eligible for both Grand Prix and Sports Car racing. Nicknamed the "Monofaro" due to its single central headlamp, the A6 GCS was immediately hugely successful. In 1953 the design was updated with a new closed-wheel body by Fiandri and a heavily revised 2-litre straight-6 engine with an aluminium block and twin overhead camshafts. The tubular chassis was also overhauled and fitted with independent double wishbones at the front and a live rear axle.

Chassis 2085 was ordered new by Gentleman racer Principe Gaetano Starrabba di Giardinelli straight from the factory on 1st January 1955 and delivered just 2 months later to his home in Palermo, Sicily. Starrabba would embark on a full season of racing with 2085 throughout 1955, first competing at the Giro di Sicilia on 4th April. The distinctive yellow triangle on the front of the bonnet, which the car still bears today, was applied to differentiate the car from the hoard of other A6 GCS entered in Italian events that year, such was the model's popularity!

Other appearances that year included a number of hillclimb and Grand Prix events around Italy, including a win at the Trofeo Sardo, 7th at the Grand Premio di Mugello and 6th in class at the Grand Prix Bari. The season reached a high point in October as 2085 lined up at the start of the Targa Florio and finished a highly commendable 10th overall and 5th in class. For 1956, Starrabba swapped his trusted Maserati for a Ferrari 500 TR, selling 2085 to another Italian Gentleman racer by the name of Erasmo Simeoni "Kammamuri" who again campaigned the car at various hillclimbs around Italy.

Kammamuri unfortunately lost his life the following year while racing his Ferrari 250 GT TdF, with 2085 subsequently being sold to Gunther Mayer of Germany. The car went through a couple of other German owners in the 1960s, until it was sold to Baron Kurt von Hammerstein in 1974. Von Hammerstein was the first owner to bring 2085 back to the track after her Italian racing career, using the car at various historic races around Germany for the next 7 years, including in a race held as a curtain-raiser to the 1975 German Grand Prix at the Nürburgring where he finished second, ahead of Stirling Moss in his 300SL!

In 1981, 2085 was acquired by Peter Kaus and kept in his Rosso Bianco collection before ending up in the hands of another Gentleman racer and highly respected collector Wolf-Dieter Baumann of Hamburg. Baumann used 2085 in several events, including the Goodwood Revival and Nürburgring Oldtimer Grand Prix in 2003 and 2004. The subsequent owner, Heinrich Fries of Munich, acquired the car in 2006 and immediately sent her for a complete restoration. The body restoration was entrusted to Carrozzeria Auto Sport of Bastiglia, with instructions to preserve as much of the original as possible. The Maserati was repainted in her original colours of light red with the yellow triangle on the front and Scuderia Centro Sud inscription on the sides, as featured on her first race in Sicily.

In 2012, 2085 was acquired by her current discerning owner who has been using the car on a regular basis in racing, rally and concours events around Europe and Argentina ever since. This includes participation in the Goodwood Revival, Mille Miglia, Le

Mans Classic and Grand Prix Historique de Monaco, all the while having the car maintained and prepared by Jim Stokes Workshop in the UK.

The Maserati A6 GCS is widely considered to be one of the most elegant car designs of all time. Chassis 2085 could be your ticket to all the greatest events in the world. Featuring matching numbers chassis, engine and body, 2085 benefits from a highly traceable and well-documented history. Having been meticulously looked after by all of her custodians over time, she is ready to continue her illustrious career with her next curator, whether it be as a nimble and fast racing car, an elegant concours car, or both!

Period Race Results

04.04.1955 **Giro di Sicilia**, Gaetano Starrabba/ Salvatore La Pira #418 – 22 O.A.

11.04.1955 **Corsa Al onte Pellegrino Hillclimb**, Gaetano Starrabba #110 – 3 O.A.

15.05.1955 **Grand Prix Bari**, Gaetano Starrabba #32 – 6 O.A. in 2L race

22.05.1955 **Trofeo Sardo**, Gaetano Starrabba #158 – 1 O.A.

05.06.1955 **Grand Premio Mugello**, Gaetano Starrabba – 21 O.A. 7 I.C.

26.06.1955 **Circuito di Caserta,** Gaetano Starrabba #12 – 7 O.A.

21.08.1955 **Giro della Calabria**, Gaetano Starrabba DNF

28.08.1955 **Grand Prix Pergusa**, Gaetano Starrabba #46 – unknown

16.10.1955 **Targa Florio**, Gaetano Starrabba/Salvatore La Pira #84, 10 O.A., 5 I.C.

24.06.1956 **Coppa Citta di Asiago Hillclimb**, Erasmo Simeoni "Kammamuri" #82 – 2 O.A.

01.07.1956 **Bolzano-Mendola Hillclimb**, Kammamuri #82 – 6.O.A.

15.07.1956 **Bologna-San Luca Hillclimb**, Kammamuri #232 – 14 O.A., 3 I.C.

07.10.1956 **Treponti-Castelnuovo Hillclimb**, Kammamuri #150 – 7 O.A., 4 I.C.

SOLD




RGOL
82
44
32

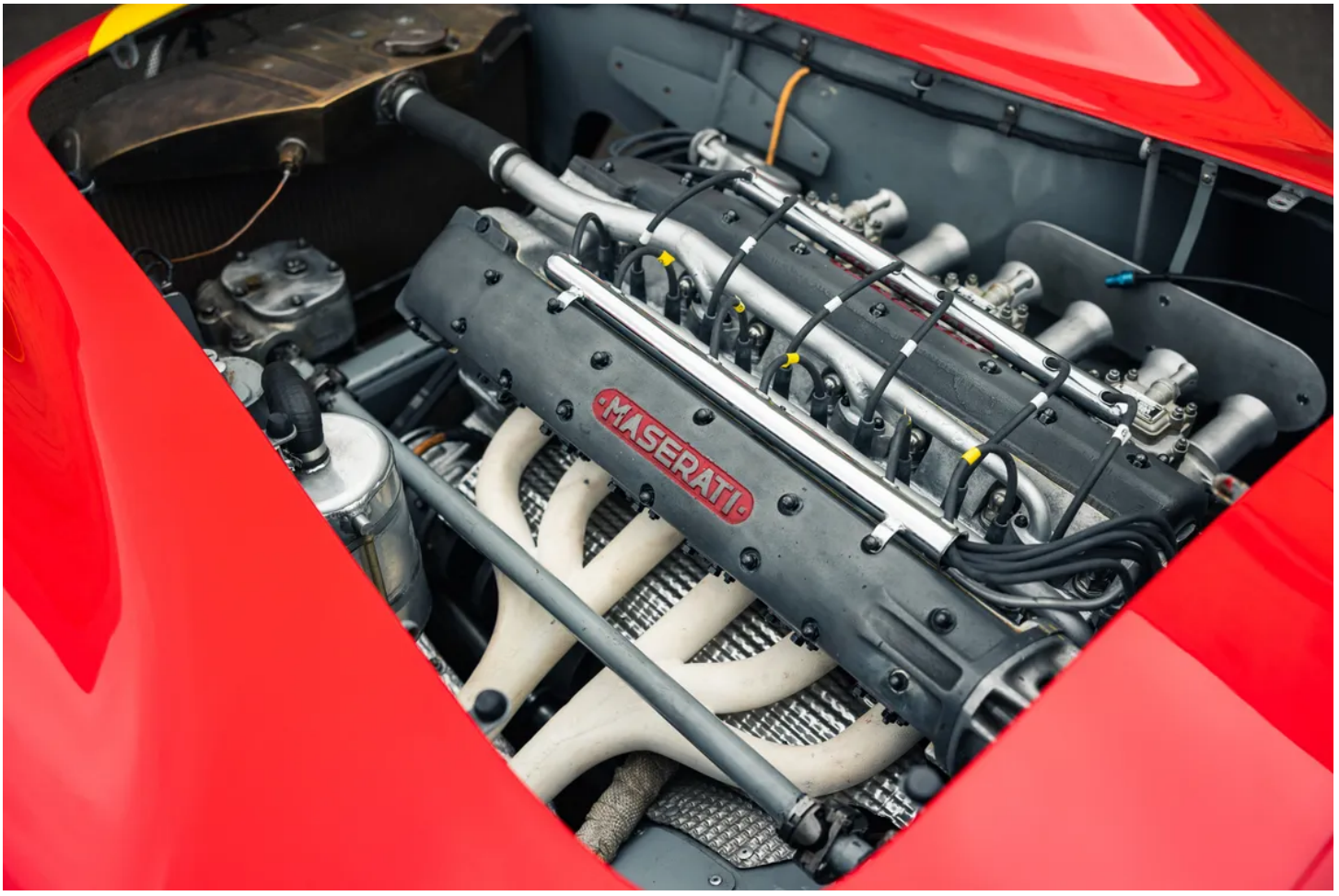



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CARS


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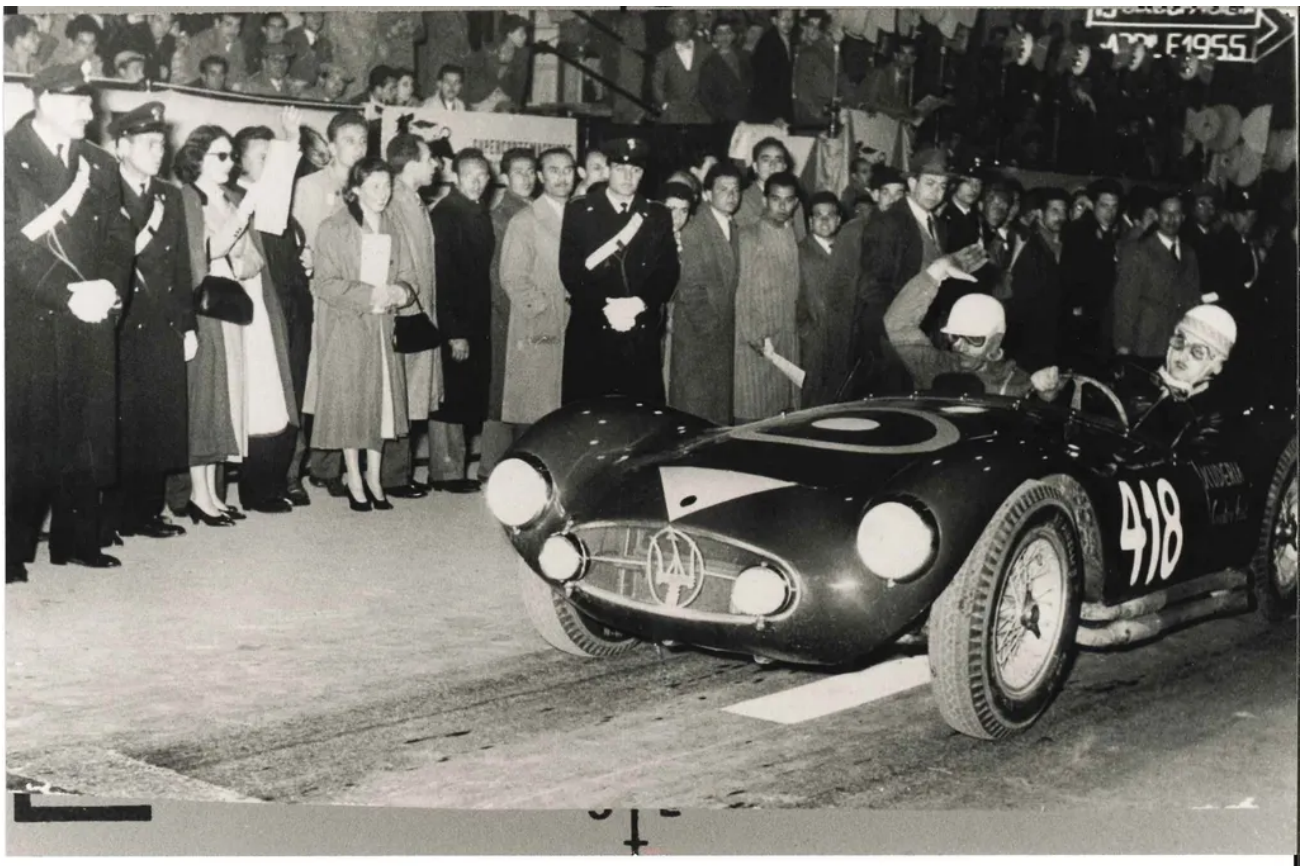

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START
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