

caught the attention of another interesting Italian gentleman, whom she would marry and remain with for over 50 years!

As confirmed by the Maserati Factory Records and Correspondences, this Maserati was delivered directly to a garage in Paris. The car arrived with Smith and Ippolito's personal mechanic, Sig. Roberto Rogliatti at Presso Garage Boissere that was located at 39 rue Boissere, Paris 16. On behalf of Smith's wife, Rogliatti officially entered the car less than one month later in the 1950 running of the 24 Hours of Le Mans. The car was officially accepted and a letter from M. G. Berthier, director general of the Automobile Club of the West (ACLO) was sent on January 20th, 1950 to Rogliatti and Ippolito. The ACLO (Le Mans organizers) stated that the entry would be conditional upon acceptance of named professional drivers and the receipt of the entry fee of 2,000 French Francs. A copy of the official acceptance letter for the car in the 24 Hours of Le Mans survives, but the separation of Ippolito and Smith quickly put an end to any actual campaigning of the car itself.

Ippolito's second divorce and third marriage saw the Maserati being used very little. One additional factor that limited the car's use on a regular basis was due to the high compression competition engine, which faired poorly on the early Post-War French and Italian 80 octane gasoline available at the time. The availability and price of racing fuel regulated the car to infrequent use and eventually Isabella's writing took precedence in her day-to-day activities.

The Maserati was then sold to the second of three Italian owners. Just over a year after being purchased, Ippolito agreed to the sale of the car to, Signor Donatello Mennini of Tessilprato (Prato), Italy. The third owner of this Maserati was Signor Andrea Mieli of Firenze (Florence), Italy. He purchased the car in May of 1953. Sig. Mieli retained the car until the summer of 1957 when it was purchased and shipped to the American enthusiast, Ernest (Ernie) Nanson of Chula Vista, California.

While purposely built for both touring and racing, there is no record that any of the four original owners of this car ever campaigned it in a race or rally. An interesting fact is that this is the sole known surviving example of the five similar cars completed. Perhaps the fact that it was never raced contributed to it having survived in remarkably original condition despite the years and many previous and subsequent changes in ownership.

Nanson corresponded with the Maserati Factory after his purchase of the car explaining both his ownership and interest in the car. It remained with him until shortly before his death in 1979. Robert Baker, a prominent La Jolla, California collector, purchased and enthusiastically cared for and enjoyed the car until August of 1981, when he agreed to the car's sale to William McKinley of Sacramento, California.

At the time of McKinley's purchase, the original 1500cc GT 3C engine and gearbox had been removed and set aside pending a needed rebuild. In place of the original engine the car had been fitted with a Ford 260ci V8 and C4 automatic transmission. The car and various spare parts were all trucked up Brian Moore's Performance Painting located at 2347 Gold River Road Unit "L" in Rancho Cordova, California 95670. An exhaustive and complete restoration was then performed with mechanical work being carried out by Tex Countryman, further assistance was provided by noted Maserati "Guru" Paul Merrigan.