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| <b>Year</b>            | <b>1949</b>                            |
| <b>Make</b>            | <b>Maserati</b>                        |
| <b>Model</b>           | <b>A6-1500 GT (3C)</b>                 |
| <b>Type</b>            | <b>Competition Berlinetta</b>          |
| <b>Coachwork</b>       | <b>Pinin Farina Berlinetta</b>         |
| <b>PF Body No.</b>     | <b>9988</b>                            |
| <b>Chassis No.</b>     | <b>*086*</b>                           |
| <b>Engine No.</b>      | <b>*086*</b>                           |
| <b>Gearbox Type</b>    | <b>A6/9000</b>                         |
| <b>Gearbox No.</b>     | <b>CL 384</b>                          |
| <b>Distributor</b>     | <b>Magneti Marelli Tipo St. 95DAS</b>  |
| <b>Carburetors</b>     | <b>3 x Weber Tipo 36 DO.2</b>          |
| <br>                   |  |
| <b>Carburetor Nos.</b> | <b>Front-866, Middle-864, Rear-805</b> |
| <b>Registration No</b> | <b>California "CORSSA"</b>             |



## INTRODUCTION

Construction of the first Post-War Maserati Sports Cars began in late 1946 at which time despite many difficulties they were able to complete two examples. These were given the chassis numbers \*049\* and \*051\*. These first Post-War Sports Cars were based on tried and true methods utilizing large section oval-tube frames and a Fratelli Maserati designed 1500cc, in-line six-cylinder, single-overhead-camshaft engine. The majority of these cars received a single Weber carburetor, low-compression cylinder-head and produced a quoted 65bhp at 4700rpm. The chassis ranges for these 61 cars are from \*049\* through \*110\* the last of which was completed on December 16th, 1950.

Carrozzeria Pinin Farina designed most of the coachwork with some rather crude open and closed bodywork on the first few cars, followed shortly thereafter by far more attractive "Fast-backed" Berlinettas in lightweight aluminum. Tipping the scales at a mere 1675 to 1925lbs, the cars were light and nimble. They had to be as the small 1500cc engines could not have coped with much more. Both Carrozzeria Zagato and Pinin Farina bodied at least one production car each with beautiful open "cabriolet" style coachwork.

In May of 1949 Maserati decided that an improved competition version of the A6-1500GT should be made available to those interested in campaigning the car. A vastly improved engine became the heart of what otherwise appeared to be a standard A6-1500GT.

The heavily revised engine still utilized a single over-head cam-shaft but now sported triple-Weber carburetors with a higher compression cylinder-head, higher profile camshaft and correspondingly re-curved ignition timing. The engine block for this sub-series of "race-tuned" engines was still completed from two-separate castings as with the standard 1500cc unit. The improved engine however sported six raised, cast-in reinforcement bands that passed from the outside of the two-piece block all the way through the inner main bearing housings. The lower engine block was now cast in light "magnesium" alloy with the upper engine block being fashioned in light-alloy. Attached to the upper block was the revised high compression alloy-cylinder head designed from the outset to have the three-separate Weber Carburetors on a separately cast intake manifold.