

Maserati A6GCS #2078
(Vehicle documentation provided by Dean Meiling)

Identification

Chassis #: 2078 (stamped on left-front of front frame cross tube)
Maserati Registro#: 27 (stamped on badge attached to right side of dash)
Spare Engines #: 2078 and a replica engine without any number
Installed Engine #: 001 replica by Crosthwaite & Gardiner based upon #2078
Ignition: double Marelli magnetos or distributors
Suspension: front and rear sway bars made heavier and adjustable
Fuel tank: fitted with racing bladder of approximately 14 gallons
Transponder #: 5639650

Starting instructions: 1) turn on the master electrical switch atop the dash,
2) push in the key fully, 3) flip on the fuel pump and both magneto dashboard switches, and 4) depress starter button on the dash until engine catches.

Operating data:

Rev limit recommend not exceeding 7500RPM for #001 engine
Tire pressure 28 lbs front and 26 lbs rear

2078 History

12 March 1954 - #2078 competed as the works car for Luigi Musso for the 1954 season (see fax from Emmano Cozza, former works mechanic and current Maserati S.p.A. historian 7 Mar 00).

1954 - *2078 race history as a works car, per Maserati S.p.A. (fax from Emmano Cozza dated 24 Feb 1998 and a note from Maserati received 26 May 1998) unless otherwise noted:

<u>Date</u>	<u>Car#</u>	<u>Event</u>	<u>Finish</u>	<u>Driver(s)</u>
04Apr54	336	Giro di Sicilia	1 st class, 4th overall	L.Musso and Donatelli
02May54	500	Mille Miglia	2 nd class, 3 rd overall	L.Musso and Zocca(2)
16May54	68	Gran Prix Napoli	1 st overall (63.92mph)	L. Musso
30May54	60	Targa Floria	1 st class, 2 nd overall	L. Musso
02Jun54	102	Giro dell' Umbria	1 st class, 2 nd overall	L. Musso
13Jun54	30	Circuito Caserta	1 st overall	L. Musso(2)
20Jun54	8	Imola Grand Prix	3 rd overall	L. Musso(1)
24/25Jul54	3	Circuito Messina 10 hr	DQ	L.Musso and G.Musso
01Aug54	826	Giro Calabria	1 st class, 3 rd overall	L. Musso
08Aug54	??	Circuit of Senigalia	1 st overall (96.58mph)	L. Musso
11Sep54	57	Tourist Trophy	1 st cl.,3 rd on handicap	L.Musso and Sergio Mantovani (note: Maserati has no records confirming whether *2078 was raced in this event by Musso).

(1) Maserati - A History, by Prichard, page 171.

Maserati A6GCS #2078
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(2) Musso L'ultimo poeta, by Cesare de Agostini, page 174.

23 February 1955 - *2078 sold to Ricardo Grandio of the Republic of Argentina. (ref.: Orsini and Zagari; faxes from Cozza 24 Feb 1998 and 7 Mar 2000; articles in Routeclassiche and Auto Test).

Races after being a works car (source: Auto Test article):

<u>Date</u>	<u>Car#</u>	<u>Event</u>	<u>Finish</u>	<u>Driver</u>
23Jan55	30	Buenos Aires 1000 KM	1st cl., 3 rd overall	Ricardo Grandio and Jose M. Faraoni, (painted black & white, representing the Federal Police and the Institute of Physical Culture, car became known as "The Maserati of Grandio")
13Mar55		Autodromo di B A	DNF	Grandio (?)
14Apr55		Autodromo di B A	3rd	?
10Jul55		Autodromo di B A	5th	?
14Aug55		Circuito El Bosque-La Plata	DNF	?
28Aug55		Circuito El Bosque-La Plata	4th	?
04Dec55		Kilometro Lanzado – Autopista Ezeiza	3rd	?
29Jan56	23	Buenos Aires 1000 KM	DNF	Grandio and Alberto Rodriguez-Larretta
17Jun56		500 Millas de Rafaela	3rd	?
26Jul56		Premio Invierno Aut.-BA	DNF while running 1 st	
27Jan58	38	Buenos Aires 1000 KM	11 th overall	Carlos and Julio Guimarey

"Auto Test" article (deBoer translation; confirmed by Patty Nelson):

1958 to late 1972 - After the Buenos Aires race in 1958, *2078 then passed through several owners. The first, **Alberto Gomez** ("The Wizard of Ugarteche") owned a car repair shop in Buenos Aires. He crashed the car head-on while practicing at the Autodromo of Buenos Aires. **Guillermo Vago** bought *2078 from Gomez. Jorge Macome bought the car from Vago (in fair condition) and then restored it "to new," which he claims was very costly. Macome "used 2078 for racing in the street (as a 'juvenile delinquent') and in rallies. It was not as fast as it looked and everybody thought." By late 1972, Macome sold the car back to Vago for "only a nominal price" in order to buy a 300S Maserati, which was much faster than anybody imagined. Both (the A6GCS and the 300S) were beautiful."

"Parabrisas CORSA" article February 1970 and letter dated 19 Mayo 2000 from Jorge Macome: *2078 is pictured on the magazine's cover. There are five more pictures of the car accompanying a general article about the A6GCS. By late 1972, Macome had sold *2078 in order to buy a 300S.

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Early 1970's to early 1980's – Macome states in his email of 12 June 2000 that after some time, Vago sold 2078 to **Lucio Bollaert**. And, that ...”Lucio exported it (his usual way of earning money).”

Early 1980's - Per Richard Crump (letters of Feb/Mar 2000):

From mid-1983 to early-1984, *2078, with dismantled engine but essentially complete, was offered for sale by then owner **Lucio M. Bollaert** of Buenos Aries (photocopies of car as offered to Crump show license tag “B926342”). When Bollaert offered the car, it had a rev counter to 10,000 RPM (which Crump says was not correct). Crump also claims that the car was sold via Franco Lombardi of Genova in 1985 for 55,000 US\$. In March 2005, I was able to communicate with Lombardi (see emails). He then contacted **Paolo Dabbeni** and confirmed that Dabbeni bought 2078 from Lucio Bollaert. “...and [Dabbeni] sold it a couple of years later to Gianni Vitali.” Further, Lombardi was not involved in selling *2078 back then; he had another A6GCS purchased from Alfio Puglisi Cosentino, “a Gentleman of noble family who owned the car in Sicily with a local road registration plate”.

An email from Mark Ketcham in March 2002 suggested that Hector Mendizabal bought 2078 from Bollaert and “sold the car straight to the USA (Lloyd?)”. I provided a copy of this narrative to Mendizabal to try to resolve this discrepancy regarding his involvement with the car, and he failed to provide proof that he was part of the ownership chain of *2078.

Routeclassiche (Genatto 1993) article:

1984 – A Brescian architect (**Paolo Dabbeni**) discovered the car in Argentina. It was perfectly preserved and had a stock engine. He bought it from Bollaert for 140 million lire (about US\$65,000 using currency rates in 2000) on behalf of a collectors group and moved it to Italy.

1985 to 1998 – Dabbeni entered the car in the Mille Miglia (1986), but it broke down in Ferrara. He decided to sell the car partly because his associates didn't want it. **Gianni Vitali**, an industrialist based in Ferrara, bought the car. And, restoration was undertaken with maximum effort made to repair or rebuild worn and broken parts to original specification. The body was taken care of by the specialist Campana in Modena. Stefano Arborini, a specialist in Ferrara, did most of the mechanical work.

1992 Italian Championship for Historical Cars winner Vitali

DeBoer data:

1986 Mille Miglia	Paolo Dabbeni/Dabbeni	#211
[Note that in “Auto Test” and “Routeclassiche” articles, the car broke down in the 1985 MM and that Vitali then bought it.]		
1987 Mille Miglia	Gianni Vitali/Stefano Arborini	#173
1988 MM	Vitali/Arborini	#202 (p42; RIOfoto)
1989 MM	Vitali/Arborini	#183

Maserati A6GCS #2078
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1990 MM	Vitali/Arborini	#208
1991 MM	Vitali/Arborini	#209
1992 MM	Vitali/Arborini	#240
1995 MM	Vitali/Vincenzi	#264

27 February 1998 - *2078 running with a reproduction engine and the original engine mounted on a stand were acquired by **Dean Meiling** from Gianni Vitali. David Watson and Richard Crosthwaite acted as agents for Meiling and Adolfo Orsi acted for Vitali. Crosthwaite & Gardiner checked over the mechanicals, shod the car with new tires, fabricated a cover for the battery and added seat belts before shipment to the USA.

1998 CO Grand	Dean Meiling/John Stimm	#25
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1998-2000 – *2078 received minor mechanical attention by Thomas Vintage Motors (Tom Ellis, Boulder, CO) in anticipation of vintage racing in 2000. A removable roll bar was added and the fuel tank was lined with a racing bladder.

2000 Monterey PreHistorics and Historics	Dean Meiling	#500
2001 Monterey PreHistorics	Dean Meiling	#500

2001-2002 - *2078 worked on by Intrepid Motors. Replaced leaky radiator, rebuilt magnetos, relined brake drums, replaced sway bars with stiffer, adjustable bars, relined clutch plates, checked gearbox, re-spoked wheels.

2003 – Prior to racing, 2078 was fitted with a new clutch. It raced flawlessly in an HMSA club event at Laguna Seca in March, the Monterey Prehistorics, the Monterey Historics and the Coronado Festival of Speed.

2004 – The car was raced at General Racing's Wine Country, Monterey Historics and Coronado Festival of Speed events.

2005 – The car participated in the Victorian Historic Motor Racing event at Phillip Island, Australia (Feb.) and performed demonstration runs for the F-1 race at Albert Park, Melbourne, AUS (March). Later, it participated in the HMSA Reno Historics (Apr) and the Wine Country Classic (Infineon Raceway, June).

2006 – Raced at HMSA club event (Laguna Seca; Feb.), Monterey PreHistorics and Historics (Aug.), and Coronado Speed Festival (Oct.).

2007 – Raced at CSRG/Thunderhill (May), Pacific Northwest Historics (June), Portland Historic Races (July), Monterey PreHistorics (Aug)

2008 – Raced only at HMSA's Reno Memorial event.

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2009 – Raced in Wine Country Classic (Jun), Monterey PreHistorics and Monterey Historics (Aug).

2010 – Mille Miglia; driven by Meiling/Hefty #305