



1955 MASERATI 250F *works-racer*

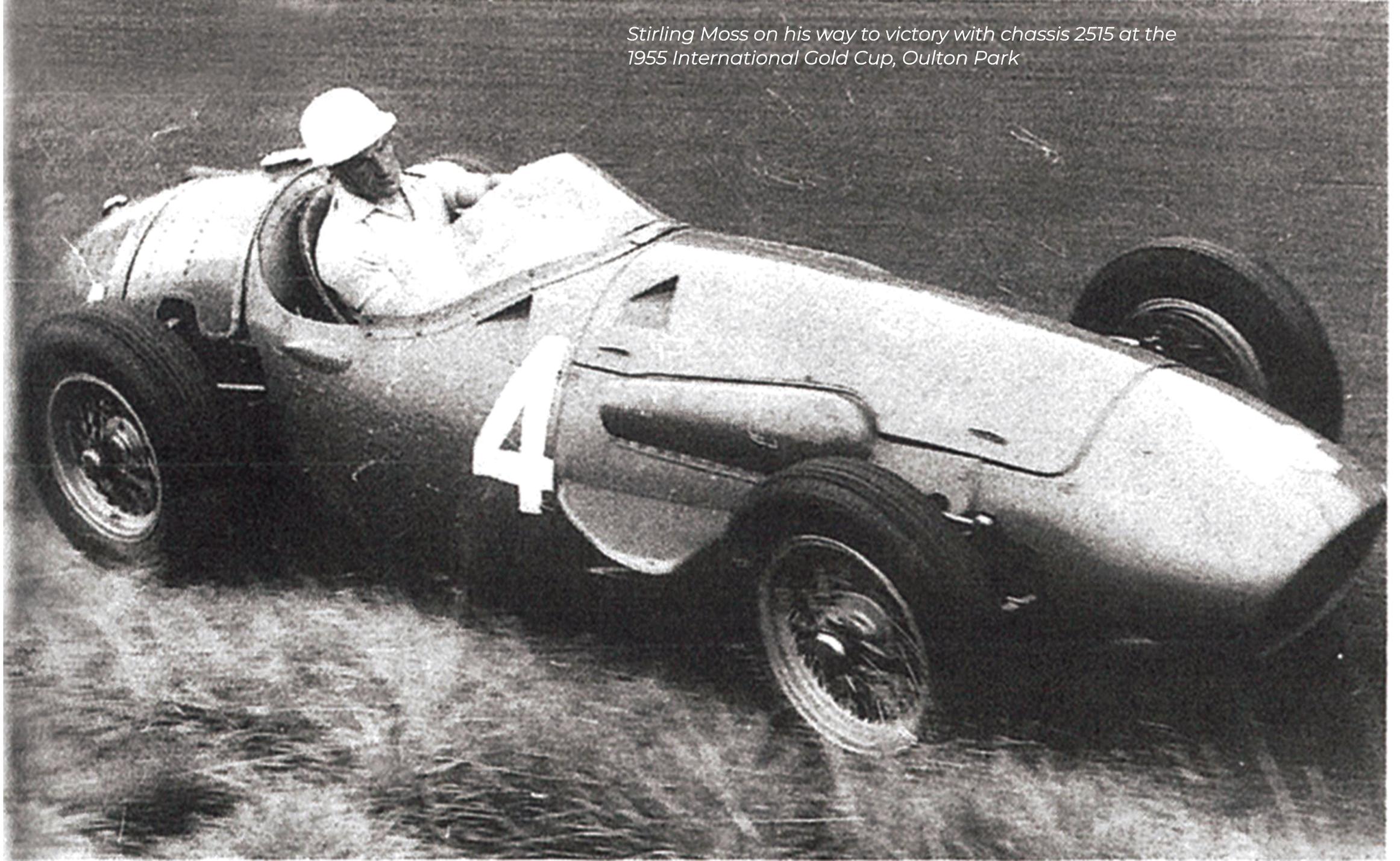
Chassis 2515



« In my opinion, the greatest racing car ever is the Maserati 250F.
It is completely user friendly and forgiving and I really enjoyed racing the Maserati,
first as a privateer and then as a semi-works driver »

- Sir Stirling Moss -

*Stirling Moss on his way to victory with chassis 2515 at the
1955 International Gold Cup, Oulton Park*





THE MASERATI 250F

The dawn of a legend

Following its creation in 1950, the World Championship for drivers saw an intense battle between manufacturers Alfa Romeo, Talbot Lago and Ferrari among others. Maserati yearned to return to the top echelon and the new 2.5 liter Formula for 1954 in addition to the pull-out of Alfa Romeo would provide that opportunity.

The Maserati factory team was able to entice Ferrari's chief designer Gioacchino Colombo along with engineer Valerio Colotti who would be responsible for the chassis, suspension and transmission of a new car. The Maserati 250F was born.

Technical highlights

The car featured a twin plug, 220 bhp, 2.5 Maserati A6 straight-six engine, ribbed 13.4' drum brakes, wishbone independent front suspension and a De Dion tube axle. The aluminum bodywork was both functional and elegant with the fuel tank forming the tail of the car and having a capacity of 200 liters.

The cockpit was quite generous and offered an upright seating position with plenty of elbow room but the dash was too close for the straight-armed driving style favored by many of the newer drivers.

The transmission offered four forward gears plus reverse while drum brakes were used for stopping the car with the 13.4" diameter drums mounted outboard front and rear.

Further changes for the works cars were applied during the 1955 season and included a more appropriate 5-speed gearbox, wider steel drums and large bore exhaust system.

The 250F in racing and further upgrades

The 250F was first raced at the 1954 Argentinian Grand Prix, where Juan Manuel Fangio won the first of his two victories before he left for the new Mercedes-Benz team.

Another quick driver who, save for some mechanical problems, could well have won a couple of races, was the young Stirling Moss. At Aintree he did win a Formula Libre race which gave the Maserati 250F its first victory in Europe plus some other British national races. Moss would remark that :

"It steered beautifully, and inclined towards stable oversteer which one could exploit by balancing it against power and steering in long sustained drifts through corners. It rode well on the normal type of relatively smooth-surfaced course, although its small coil springs and leaf spring rear-end would use up available suspension movement over the bumps at the 'Ring'".

Then Maserati signed Jean Behra and Luigi Musso. Maserati was also expanding their sports car racing program and their efforts on the 250F lagged in 1955. Top engineers Bellentani and Massimino left for Ferrari and any development work had to take place on the engines meanwhile 3 works chassis were developed for 1955.

Changes were made during the 1955 season to reduce drag and resulted in tapering nose cowls, high cockpit sides and a full wrap around screen.

A new chassis was also being prepared that along with an angling of the engine by 5 degrees would allow for an overall lowering of the center of gravity. These offset versions would only be available to the works drivers.

Hindering further development was the inability of the Italian suppliers Weber and Pirelli to produce suitable fuel injection and disc brakes systems respectively.

Moss would win two Grand Prix but the 1956 season belonged to Ferrari and Fangio.

1957 turned out to be the last hurrah for Maserati as the company was drowning under a sea of red ink. Luckily, the Italian government stepped in and placed Maserati under a "Controlled administration" but not so luckily the works racing team was disbanded. Except for those cars remaining in private hands, the end of the Maserati 250F in Formula 1 World Championship had arrived.



2515 (#16) at the finish line of the 1955 Pau Grand Prix with Roberto Mieres finishing 3rd and standing out as he was smiling at Luigi Musso (#18), finishing 2nd

CHASSIS 2515

The 250F presented here is chassis 2515 , and was manufactured as a factory team car for the 1955 Formula 1 season.

Already then the works entries were showing various upgrades from the 1954 cars, which included a bodywork lacking louvres, 5 speed gearbox and wider steel drum brakes.

2515 will be campaigned in no less than twelve Grand Prix during the 1955 season with brilliant highlights including a first place at the International Gold Cup GP in Oulton Park with Stirling Moss at the wheel, as well as two 3rd places during the GP de Bordeaux and Pau with Roberto Mieres.

Other legendary race drivers will take the wheel during that same season including young prodigy Peter Collins, Luigi Musso, Jean Behra, Carroll Shelby.



Jean Behra pushing hard during the 1955 Spa Francorchamps Grand Prix where he would take 2515 to an honourable 4th place finish

1955 Formula 1 World Championship season | Officine Alfieri Maserati

Jan. 16 – 1955	GP de la Republica Argentina	Works entry #20	S. Mantovani / Jean Behra / Luigi Musso	DNF (mechanical)
Jan. 30 – 1955	GP de la ciudad de Buenos Aires	Works entry #20	S. Mantovani / Harry Schell	7th
Mar. 27 – 1955	GP del Valentino - Torino	Works entry #24	Cesare Perdisa / Jean Behra	DNF (rear suspension)
April 11 – 1955	GP de Pau	Works entry #16	Roberto Mieres	3rd
April 24 – 1955	GP de Bordeaux	Works entry #16	Roberto Mieres	3rd
May 8 – 1955	GP di Napoli	Works entry #10	Roberto Mieres	DNF (oil leak)
May 22 - 1955	GP de Monaco	Works entry #36	Roberto Mieres	DNF (rear axle)
June 5 – 1955	GP de Spa Francorchamps	Works entry #24	Jean Behra / Roberto Mieres	5th
June 19 – 1955	GP of Zandvoort	Works entry #16	Roberto Mieres	4th - Fastest lap
July 16 - 1955	GP R.A.C Aintree	Works entry #6	Roberto Mieres	DNF (piston)
Sept. 11 – 1955	GP di Monza	Works entry #32	Peter Collins	DNF (suspension)
Sept. 24 – 1955	International Gold Cup, Oulton Park	Works entry #4	Stirling Moss	1st - Fastest lap
Oct. 23 – 1955	GP di Siracusa	Works entry #28	Carroll Shelby	6th



Factory team driver Roberto Mieres pictured at the wheel of 2515 during the 1955 R.A.C British Grand Prix where he would unfortunately retire with a piston failure after qualifying 6th on the starting grid.



Following the 1955 season, 2515 would then be sold by the Maserati factory to Scuderia Guastalla (owned by Gianfranco Gornacchia, Maserati agent for Northern Italy. Mainly campaigned by Gerino Gerini, notable driver like Jean Behra, Umberto Maglioli and Luigi Villorresi will also take the wheel of 2515. Meanwhile it was owned by Scuderia Guastalla, the car will constantly be maintained by the Maserati factory for repairs & race preparation. By the end of the season, 2515 received a new 'lightweight' bodywork, as seen on the 1956 works entries.

1956 Formula 1 World Championship season | Scuderia Guastalla

Jan. 22 – 1956	GP de la Republica Argentina	Scuderia Guastalla #10	Gerino Gerini / Francisco Landi	4th
Feb. 5 – 1956	GP de la ciudad de Mendoza	Scuderia Guastalla #20	Francisco Landi	7th
April 15 – 1956	GP di Siracusa	Scuderia Guastalla #2	Jean Behra	Practice
April 15 – 1956	GP di Siracusa	Scuderia Guastalla #2	Gerino Gerini	5th
May 6 – 1956	GP di Napoli	Scuderia Guastalla #8	Gerino Gerini	3rd
July 14 – 1956	GP R.A.C Silverstone	Scuderia Guastalla #12	Umberto Maglioli	DNF (gearbox)
Aug. 5 - 1956	GP Nürburgring	Scuderia Guastalla #17	Umberto Maglioli	Practice
Aug 5 – 1956	GP Nürburgring	Scuderia Guastalla #17	Luigi Villorresi	DNF
Sept. 2 – 1956	GP di Monza	Scuderia Guastalla #42	Gerino Gerini	10th



2515 is here pictured during the 1955 Monaco Grand Prix with Roberto Mieres (#36) on an epic chase with the two Ferrari 625 of Maurice Trintignant (#44) and Giuseppe Farina (#42)

Upon the end of the 1956 Formula 1 season, 2515 was acquired by Count Ottorino Volonterio (from the Scuderia Guastalla) who would carry on using the Maserati factory for the car's maintenance program throughout the next three seasons (1957 / 1958 and 1959).

While Gerino Gerini remained the main driver, additional legends such as Maurice Trintignant and Hans Hermann will also campaign 2515 as a Scuderia Centro Sud entry throughout the 1958 season.

1957, 1958 & 1959 Formula 1 World Championship season | Ottorino Volonterio / Scuderia Centro Sud

April 28 – 1957	GP di Napoli	Ottorino Volonterio #?	Ottorino Volonterio	DNF (cyl. Block)
July 14 – 1957	GP de Reims	Ottorino Volonterio #42	Herbert McKay-Fraser	DNS
Sept 8 – 1957	GP di Monza	Ottorino Volonterio #28	Andre Simon / O. Volonterio	11th
May 18 – 1958	GP de Monaco	Andre Testut #56	Andre Testut	DNQ
June 15 – 1958	GP Spa Francorchamps	Scuderia Centro Sud #28	Maurice Trintignant	7th
July 6 – 1958	GP Reims	Scuderia Centro Sud #32	Gerino Gerini	9th
July 19 - 1958	GP R.A.C Silverstone	Scuderia Centro Sud #6	Gerino Gerini	DNF (gearbox)
July 20 – 1958	GP Caen	Scuderia Centro Sud #114	Gerino Gerini	6th
Sept. 7 – 1958	GP di Monza	Joakim Bonnier #24	Hans Hermann	DNF (valve)
Oct. 19 – 1958	GP du Maroc	Scuderia Centro Sud #28	Gerino Gerini	12th
July 18 – 1959	GP R.A.C Aintree	Scuderia Centro Sud #40	Fritz d'Orey	DNF (acc)
Sept. 13 – 1959	GP di Monza	Scuderia Centro Sud #28	Giulio Cabianca	15th

*Peter Collins behind the wheel of 2515 during
the 1955 Italian Grand Prix at Monza*



*2515 in the paddock of the 1958 R.A.C Aintree British GP,
entered by Fritz d'Orey*

TOM WHEATCROFT AND THE DONNINGTON MUSEUM

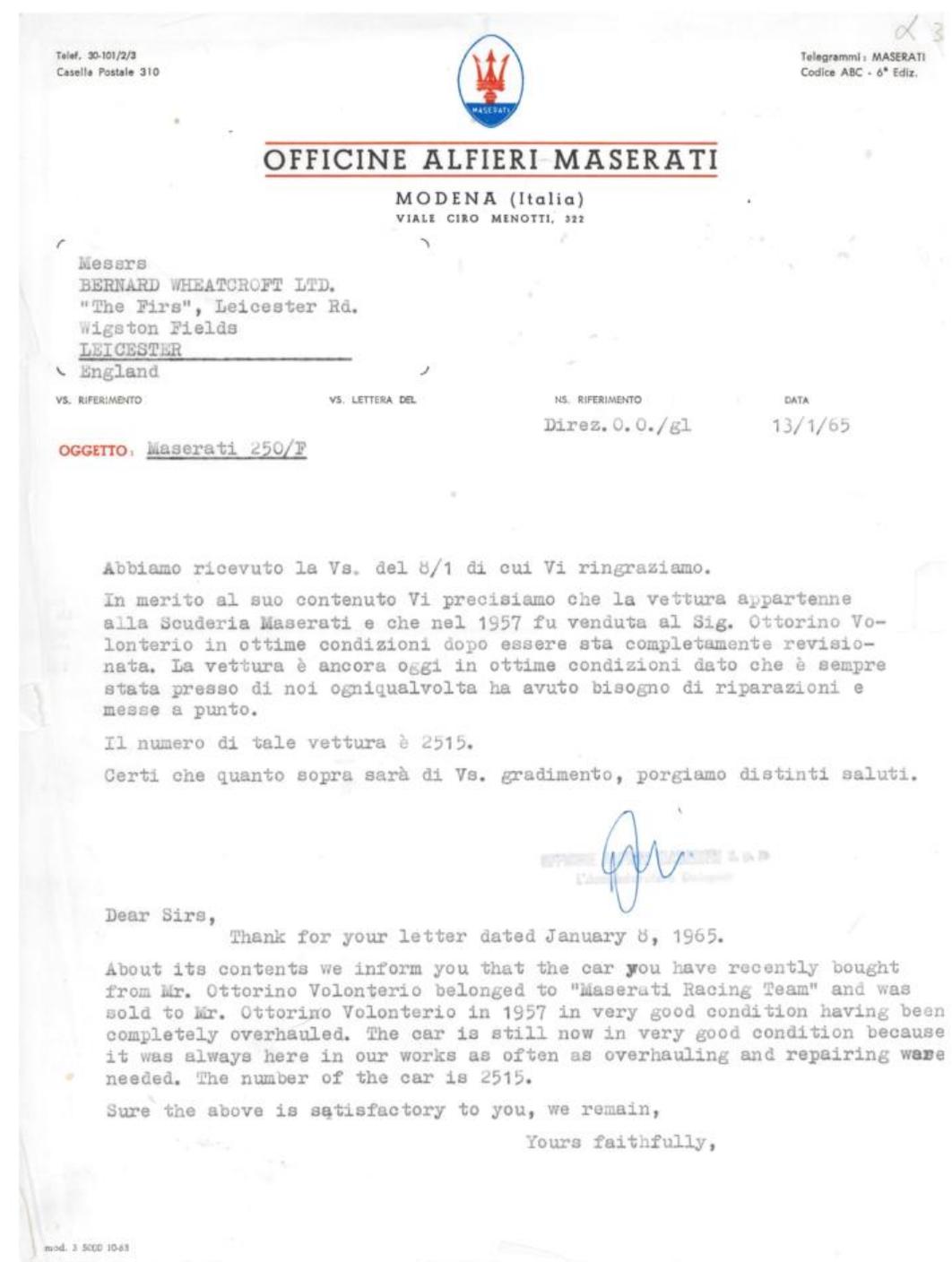
After its last Grand Prix at Monza in 1959, 2515 was sent to the Maserati factory and remain stored while still being the property of Ottorino Volonterio.

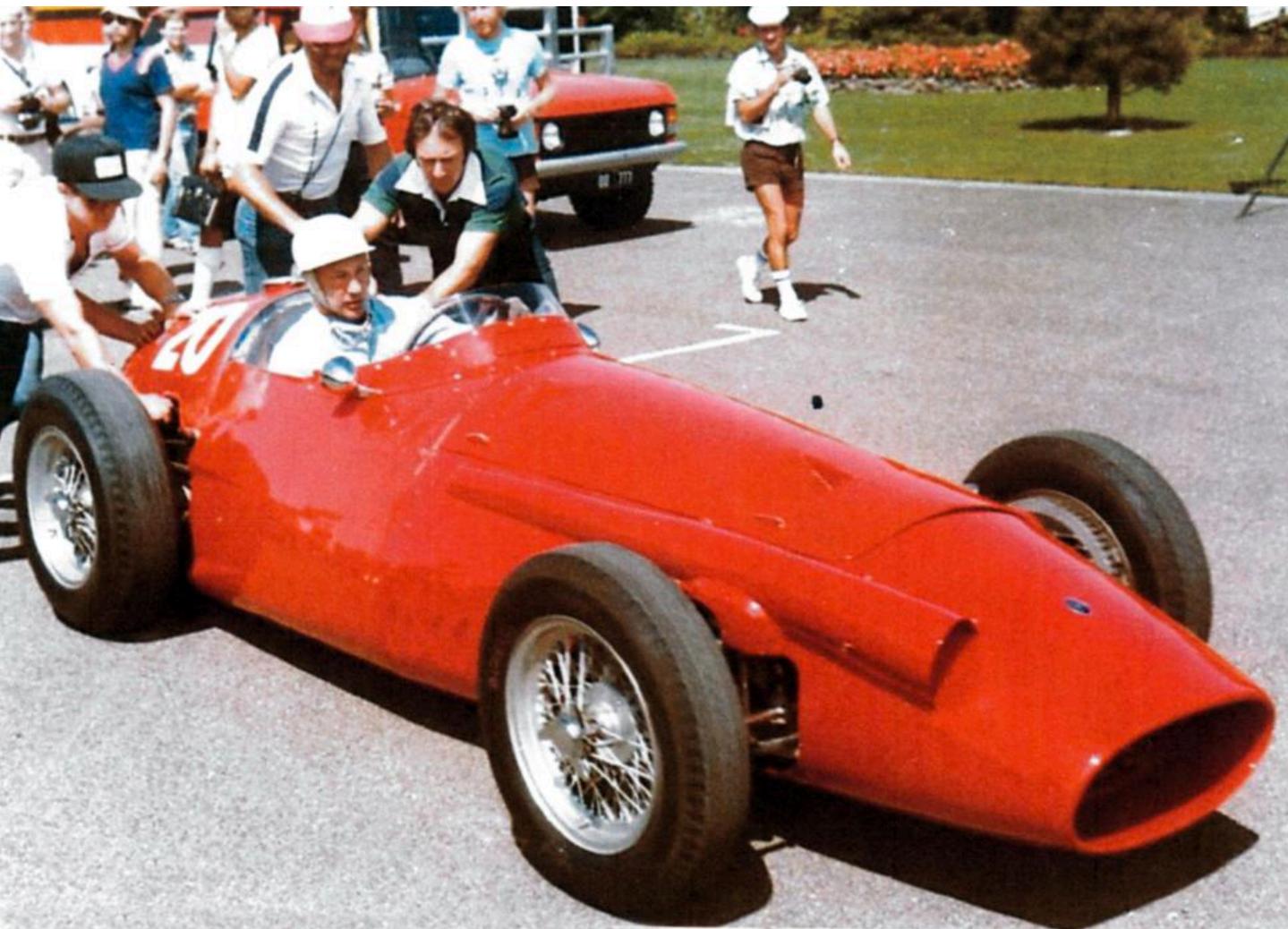
Several years later English businessman and car collector Tom Wheatcroft was already on the look for Grand Prix cars for his collection and had planned to purchase a Maserati 250F. He directly contacted the Maserati factory but all their works entries were already sold to private racing teams years ago as was 2515. The factory therefore recommended Tom Wheatcroft to get in contact with Ottorino Volonterio who had no further plans to use the car and which remained unused ever since the 1959 season.

A very large amount of original correspondence detailing the acquisition of 2515 by Wheatcroft from Volonterio accompanies the dossier. In addition, factory letters to Wheatcroft attest the continuous maintenance of 2515 by the works while being campaigned by Scuderia Guastalla and Ottorino Volonterio, as well as its excellent condition.

In 1973 Tom Wheatcroft had created the Donington Grand Prix Collection where 2515 would remain for the next 4 decades before it was acquired by its current owner.

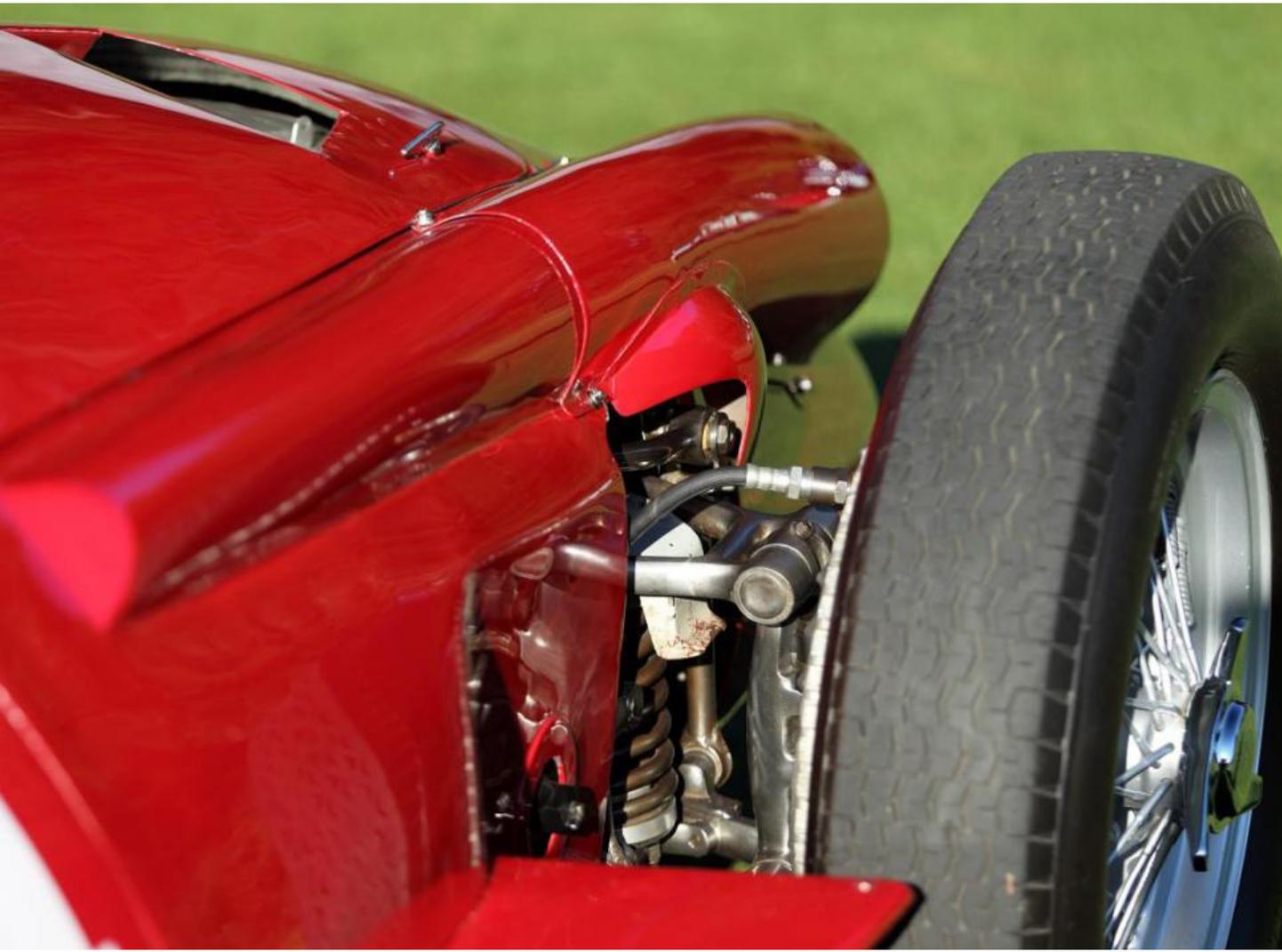
In more recent year, respected Epifani Restorations in Berkeley, California, was chosen to rebuild the engine and drivetrain components without restoring the actual chassis nor bodywork.





Stirling Moss reunited with 2515 in 1982, just 27 years after taking it to victory at the International Gold Cup at Oulton Park







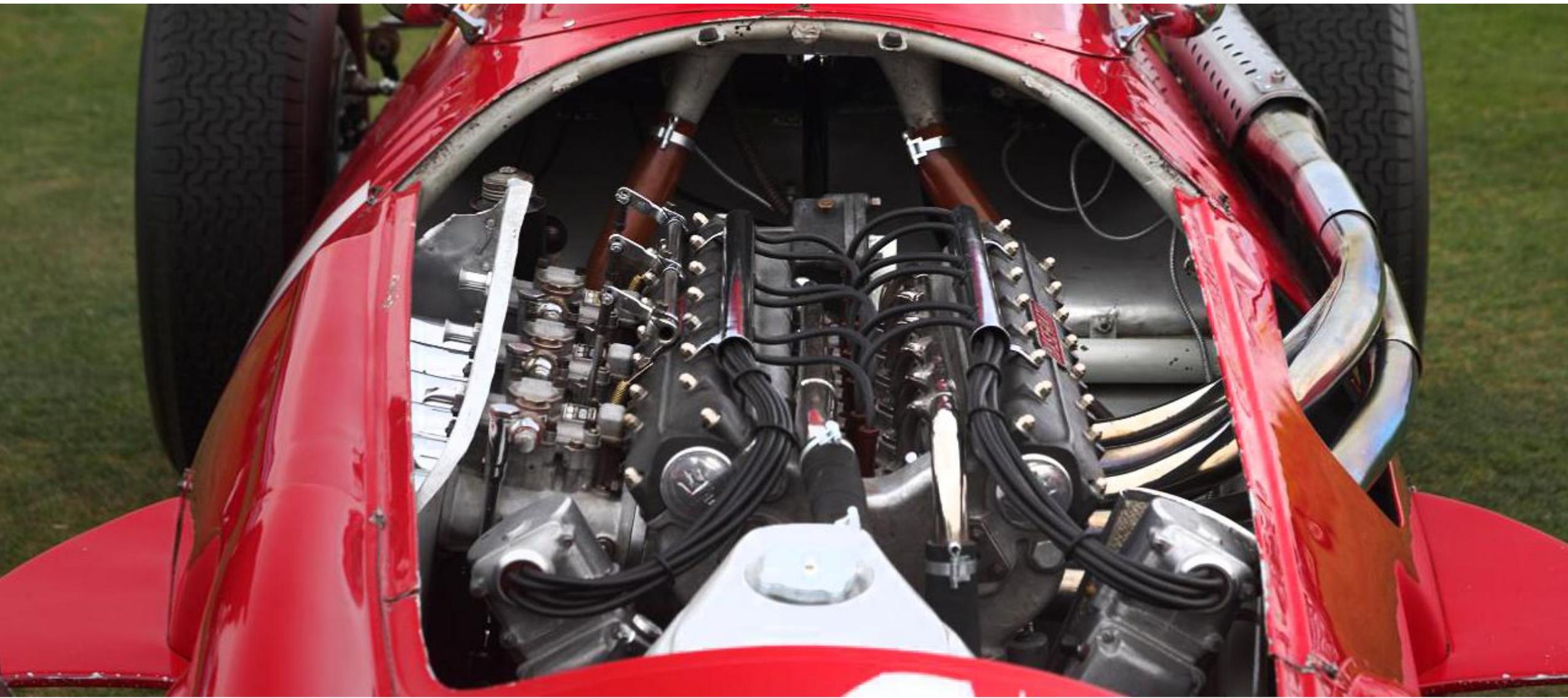
2515 represents an extremely rare opportunity to acquire one of the most original works Maserati 250F in existence and driven by legendary drivers from the period.

With only 19 works cars produced (and one of just 2 made for the 1955 season), of which several have disappeared or been renumbered, this example is one of a handful survivors which have made it through the decades thanks to its long standing time at the Donington Grand Prix collection.

Eligible for world class concours and track events including the Historic Grand Prix of Monaco. This major piece of Formula 1 history would represent a significant addition to any important collection.









- Works entry for the 1955 Formula 1 season
- Taken to victory by Stirling Moss at Oulton Park in 1955
- One of the most original 250F in existence
- Piloted with Maserati team drivers Stirling Moss, Luigi Musso, Peter Collins, Carroll Shelby, Roberto Mieres, Cesare Perdisa, Jean Behra, among others
- Retained in the Donington Grand Prix collection for over four decades
- Maintained by renowned marque experts in recent years
- Eligible for the world's greatest historic events

Price on request

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