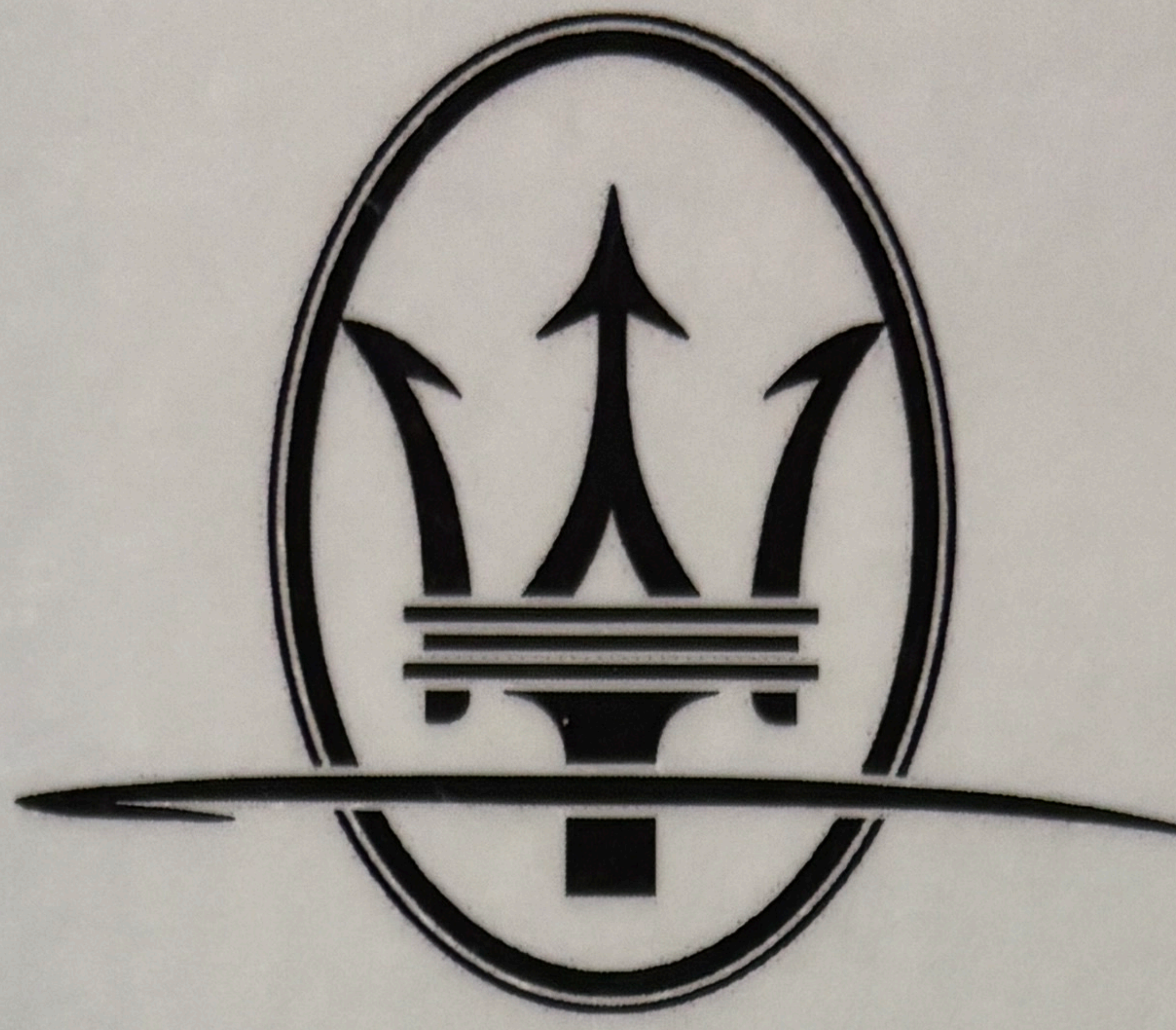


MASERATI A6G COUPE ALLEMANO SPECIALE 1956



Specifications

- 6- cylinder with double camshaft
- 2 spark plugs per cylinder
- 3 weber carburetors
- 170 hp, 210 km/hr
- rally car specifications

This Maserati is the only rally-car that ever was built by the Maserati factory and is built by order of Mr Cucirel, an American living in Paris.

At the end of 2006 the car came in Dutch hands and the full restoration was started.

With assistance of the factory the restoration was carried out by Autosport Modena. The technique was done by Gandini Modena, racing-mechanic of Fangio at that time, the formula one driver of Maserati and world champion.

Compared with the other 19 ever built allemano's this car has been adapted to more then 40 points for rally use. It is also the only one in bicolor nero-rosso.

For example, for the map-reader there were 2 armrests made in the chair, so that he sits more firmly. The first Halda trip master Yeager le Coultre 7-day clockwork with double stopwatch. Dual battery, enlarged tank filling, additional heating to keep the windows free of snow in winter etc.

The car is original in every detail as it left the factory at the time.

Maserati A6G/2000 Allemano Coupe Speciale #2144/2147

This Maserati was purpose built for rallying by the Maserati factory to the specifications of the 1st owner, Mr Richard L. Cicurel of 1, Rue Lord Byron, Paris 8th Arrondissement.

As far as we have researched with the help of Mr. Ermanno Cozza (Historian of Maserati) and Dott. Adolfo Orsi this is the only car to have left the factory as a rally car.

With the help of the aforementioned gentlemen we have been able to retrieve the complete file including all the communications between Maserati, Allemano and Mr. Cicurel. Typical comment of Mr. Ermanno Cozza: " If we had built more cars like this, we would have gone bankrupt!"

Mr. Cicurel ordered the car with Franco Cornacchia of Maserati Agenzia di Milano, however, delivery took place through Garage Mirabeau in Paris.

Mr. Cicurel had more than 40 specifications and wishes that differ from the other 20 Allemano coupes, to make the car more suitable for rallying. The complete list is attached. Some typical examples are:

1. Large size (race) filler cap.
2. Arm rests integrated in the passenger seat back rest.
3. Jaeger LeCoultre chronograph with 8 day movement carried over from his Bugatti.
4. Halda Tripmaster.
5. Two tone color scheme.
6. Integrated fog lights, etc.

After some delays the car was finally delivered on August 3rd, 1956 to Mr. Cicurel and registered on Modenese license plates: 40329 MO on August 4th 1956.

Six months after delivery Mr. Cicurel had an accident with the car during one of his outings and the car was sold back to the factory. During the repair works the car was renumbered to #2147. The Foglio di Montaggio with this modification and also a picture of the car after repair by the factory are attached. This is also mentioned in the Orsini/Zagari Maserati, reference book. The car is also pictured in this book on page 547. Because of the two tone color scheme, this specific car was used by Maserati for various brochures; copies in accompanying file.

The renumbered car, #2147, was sold by the factory to Mr. Francesco Tenerelli in Milano on January 15, 1957. Mr. Tenerelli sold the car to Commendatore Amedeo Delle Molo owner of Pezziol, an egg nut drink manufacturer, in April 1957. Invoices for maintenance by Maserati were made out in 1959 to Delle Molo.

In the sixties the car turns up in the USA.

In 1976 the car appears in California in the ownership of John H. Boyd of Glendale CA. Registration number: SHAZBOD

In September 1988 the car was sold by Oliver Kuttner to Peter Kaus of the Rosso Bianco Museum. The February 1989 Certificate of Title still lists Griffon Motorcar Co. (Oliver Kuttner) in Virginia.

April 28, 1989 the car was imported into Germany by the Rosso Bianco Museum. It was stored for many years awaiting restoration. Occasionally the car was on display in the museum. During the ownership of Peter Kaus some work was performed on the car but never fully restored.

In 2004 the entire Rosso Bianco collection was sold to Evert Louwman, The Netherlands.

At the Gstaad auction on December 17th 2006, #2147 was bought by Marcel Lammeree, The Netherlands, the present owner.

Soon after acquiring the car it was decided to have the car fully restored to original, tailor made, specifications by the renowned companies of Candini, Modena, Carrozzeria AutoSport (Bacchelli e Villa), Bastiglia (Modena) and Stefano Maieli, Roverbella (MN).

The restoration took almost 3 years to complete because the new owner wanted all the unique specifications to be brought back to the original 1956 specification. Even the carpet in the trunk was rewoven to original spec; to mention a detail!

In 2009, just after completion, the car took part in Modena in the "Maserati Club Elegance" and was nominated "Best of Show"! Photos enclosed.

In 2010 the car was displayed at the renowned Schloss Dyck event and received the first price in Class 5E. Photos enclosed.

Further details in the accompanying files

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Further details in the accompanying files

**CHASSIS and ENGINE (*) NUMBERING
and PRODUCTION DATES**

1954

2063 - Frua Coupé.

1955

2101 - Zagato Spider.
2102 - Zagato Coupé.
2103 - Frua Coupé.
2104 - Frua Spider.
2105 - Zagato Coupé.
2106 - Zagato Coupé.
2107 - Zagato Coupé.
2109 - Frua Coupé (A6GCS chassis).
2110 - Frua Spider (A6GCS chassis).
2111 - Allemano Coupé.
2112 - Zagato Coupé.
2113 - Zagato Coupé.
2114 - Frua Coupé.

1956

2108 - Allemano Coupé.
2115 - Allemano Coupé.
2116 - Allemano Coupé.
2117 - Allemano Coupé.
2118 - Zagato Coupé.
2119 - Allemano Coupé.
2120 - Allemano Coupé.
2121 - Zagato Coupé.
2122 - Zagato Coupé.
2123 - Zagato Coupé.
2124 - Zagato Coupé.
2125 - Allemano Coupé.
2126 - Allemano Coupé.
2137 - Zagato Coupé.
2138 - Zagato Coupé.
2139 - Zagato Coupé.
2140 - Frua Coupé.
2142 - Allemano Coupé.
2144 - Allemano Coupé; subsequently
assigned number 2147.
2146 - Allemano Coupé
2148 - Zagato Coupé.
2150 - Zagato Coupé.
2155 - Zagato Coupé.
2160 - Zagato Coupé.
2165 - Allemano Coupé.
2170 - Allemano Coupé.
2175 - Allemano Coupé.
2179 - Zagato Coupé.
2180 - Frua Spider.
2181 - Frua Spider.
2182 - Frua Spider.
2183 - Frua Spider.
2184 - Allemano Coupé.
2185 - Allemano Coupé.
2186 - Zagato Coupé.
2187 - Frua Spider.
2188 - Allemano Coupé.

1957

2190 - Allemano Coupé.
2191 - Frua Spider.
2192 - Frua Spider.
2193 - Frua Spider.
2194 - Frua Coupé.
2195 - Allemano Coupé.
2196 - Frua Spider.
2197 - Frua Spider.
2198 - Allemano Coupé.

(*) Except where otherwise indicated, the engine
and chassis numbers always coincide.

Source: "Maserati, the grand prix, sports and GT cars
model by model, 1926-2003." Maurizio Tabucchi.
Page 179.

Modifications/Specifications as requested by Mr. Cicurel for A6G¹/2000 Allemano

Halda Tripmaster to be mounted on dashboard
Jaeger Le Coultre Chronograph (to be delivered by Mr. Cicurel, taken from his Bugatti)
Short final rear axle ratio 9:38 for rally purposes
Large size racing filler cap for fuel tank
Large size fuel tank
2 Foldable arm rests to be integrated in the back rest of passenger seat
Chromed overriders on front and rear bumpers
Large size chromed bumpers
Heater outlet in the top of the dashboard over full width of windscreen
Hand throttle control on the dashboard
Map reading light on dashboard on passenger side
Plug under dashboard for auxiliary light (for changing tires)
2 12V batteries to be installed
Fast window winding mechanism
2 Marchal Equilux head lights to be used
2 Marchal Fantastique recessed fog lights to be mounted in the nose in nacelles
2 large reversing lights on back of car
Detachable front seat belts
Heater outlet in the top of the dashboard over full width of windscreen
Marchal horn (to be delivered by Mr Cicurel)
Becker radio + 2 speakers to be mounted low on left and right (to be delivered by Mr. Cicurel)
Antenna to be mounted on right side of car (to be delivered by Mr. Cicurel)
Manual control for variable speed heater fan
An AMP meter to be mounted on dash (as compared to the car shown at Turin show)
12 Volt illumination light for rear license plate
Folding rear seat back rest
Int'l USA license plate, to be put in middle
Luggage straps that can be used when rear seat is folded down
Powerful fan for demisting of windscreen
RPM gauge
Speedometer
Oil pressure gauge
Water temperature gauge
Fuel gauge
Two tone paint, red and black (red paint specified as Rosso Alfa Romeo Giulietta)
No handlebar on passenger door
Headlining in white perforated plastic
Indicator lights recessed in mudguards
2-speed windscreen wiper motor
Red carpet, black piping
Large size rear view mirror (not installed by factory, see complaint by Cicurel 6-8-1956)
Indicator control on steering column
Soft brake pads

R. L. Cicurel
1, rue Lord Byron
Paris 8e, France

April 27, 1956

Mr. Agostino Pranzini
Officine Alfieri Maserati S.p.A.
Viale Giro Menotti, 322
Modena, Italy

Dear Mr. Pranzini:

At last I have returned to Paris and hasten to write to you with reference to some details which I forgot to mention to Mr. Alemanno in Torino. I would appreciate your conveying these last details to him:

1. Provisions should be made to fit a grasp handle to the dashboard on the passenger's side. *braccio sul riparo anteriore*
2. Among the instruments should be included a hand throttle control. *versione di vent. le. non*
3. If no provision is made for this a plug should be provided under the dashboard for plugging in an auxiliary light, which can be used for, say, tire changing at night.
4. You will recall that we discussed that the gas tank cap should be of a large racing size.
5. On the passenger's side a map reading light should be provided on or under the dashboard.
6. The rear view mirror should be much larger than the one I saw in Torino so that full advantage may be taken of the large rear window. *s. gliò nella parte inferiore dei fangoli*
7. I want the under part of the fenders (mudguards) undercoated and, if possible, a layer of glass wool fitted under the hood to reduce noise. *intercisa con un rivestimento e se possibile uno strato di lana di vetro sotto il cofano per ridurre il rumore*

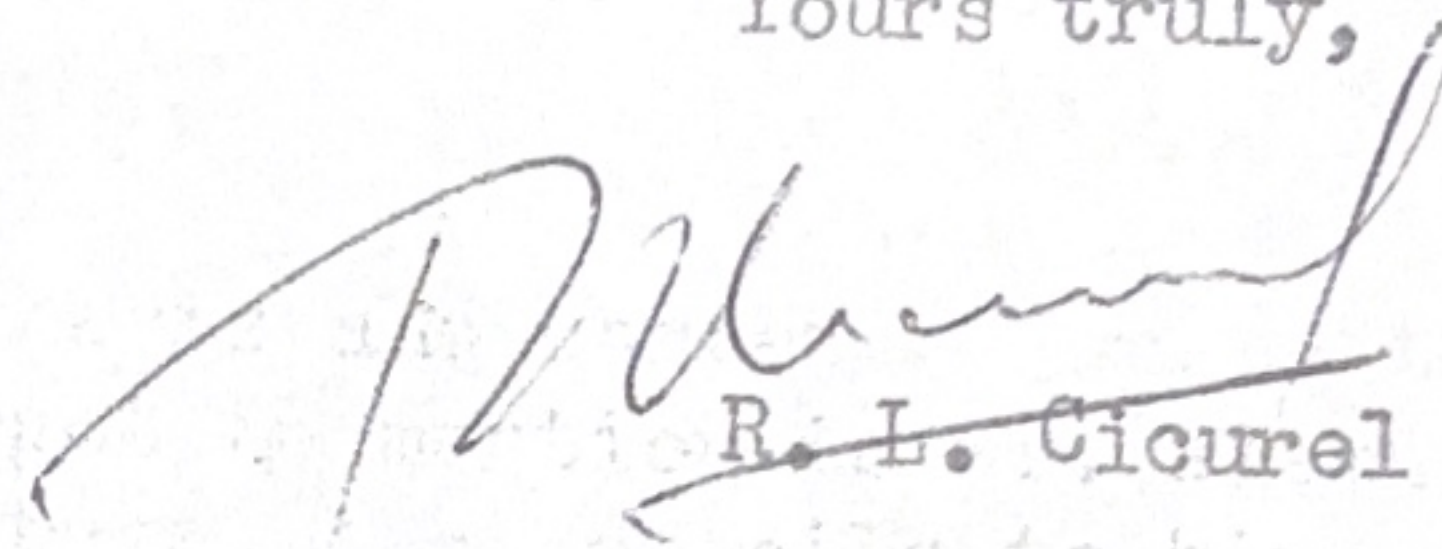
I would appreciate your confirming all this to me together with the other points we discussed in Torino. I am taking immediate steps to get to you the following items:

1. A Marchal klaxon
2. An electric antenna for the right side of the car
3. A radio with two speakers; the lay-out for which is enclosed herewith
4. An air temperature gauge; the instructions for fitting this are enclosed in the package but are in German. I hope that you can have them translated.

5. A rallye computer for which a hole 75 mm. x 125 mm. is to be made in the dashboard next to the speedometer.

I am looking forward to your early confirmation of all the above, together with your sales contract.

Yours truly,



R. L. Cicurel

RLC:ps
Enc.

cc: Carrozzeria Allemano, Torino