

Tipo 200S - Tipo 200SI

Tipo 200S
(Tipo 52)
and **Tipo 200SI**

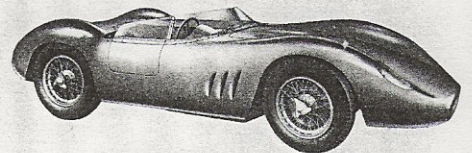
PRODUCTION DATES
1955-1957

DESTINATION
Sport category racing

PRODUCTION TOTAL
28

Testing of the new two-litre, four-cylinder engine commenced in 1953, in parallel with the 150S, and in this case too the experience gained with the 4CF2 unit proved to be invaluable, even though it was not felt necessary to adopt the 16-valve cylinder head in this case. With respects to the 1500, the 2000 varied only in terms of its internal dimensions (bore and stroke of 92x75 mm) while outwardly it was practically identical. The two models shared the same dual ignition and dry sump lubrication systems, twin overhead camshafts and the ignition system comprising magnetos or battery and distributor.

The two-litre power unit produced a maximum power output of 190 hp at 7200 rpm, while the car had a dry weight of 660 kg and was capable of a maximum speed of 260 kph.



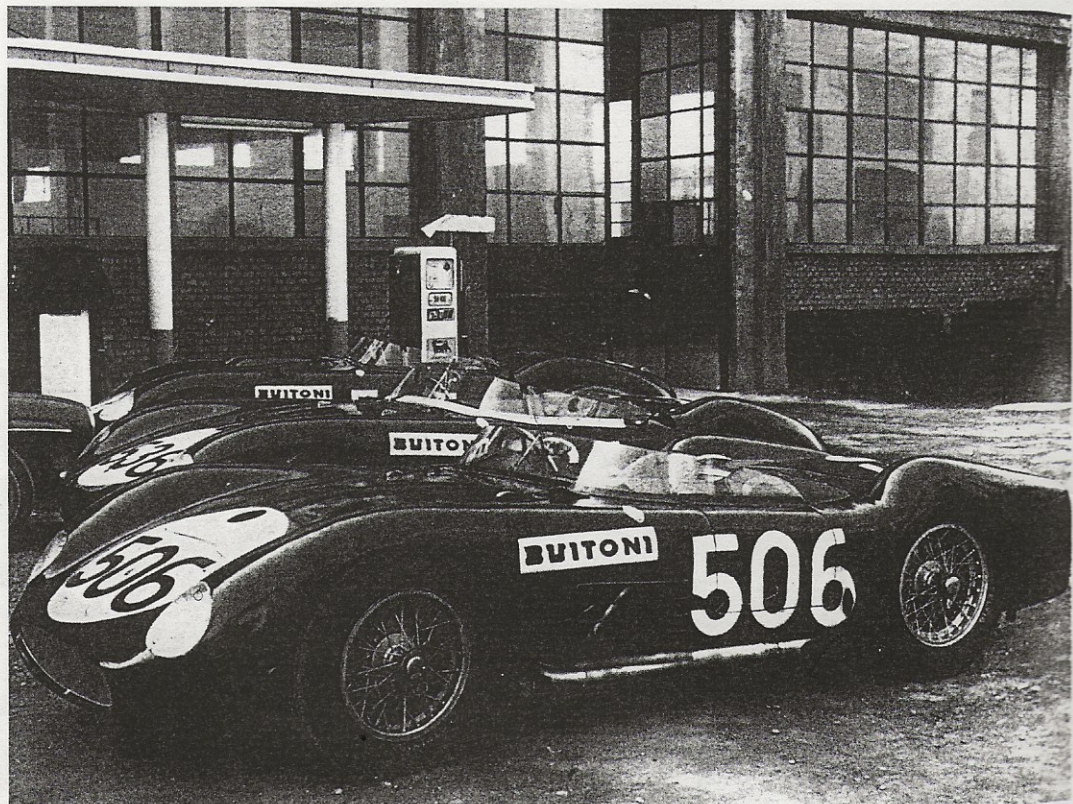
MASERATI SPORT 200 SI

The coachbuilder Fiandri constructed the first example in 1955 on an A6GCS chassis with a rear live axle and semi-cantilevered longitudinal leaf springs. The de Dion rear suspension layout was also replaced on subsequent examples built the following year as it did not yet provide sufficient guarantees of stable handling, or at least

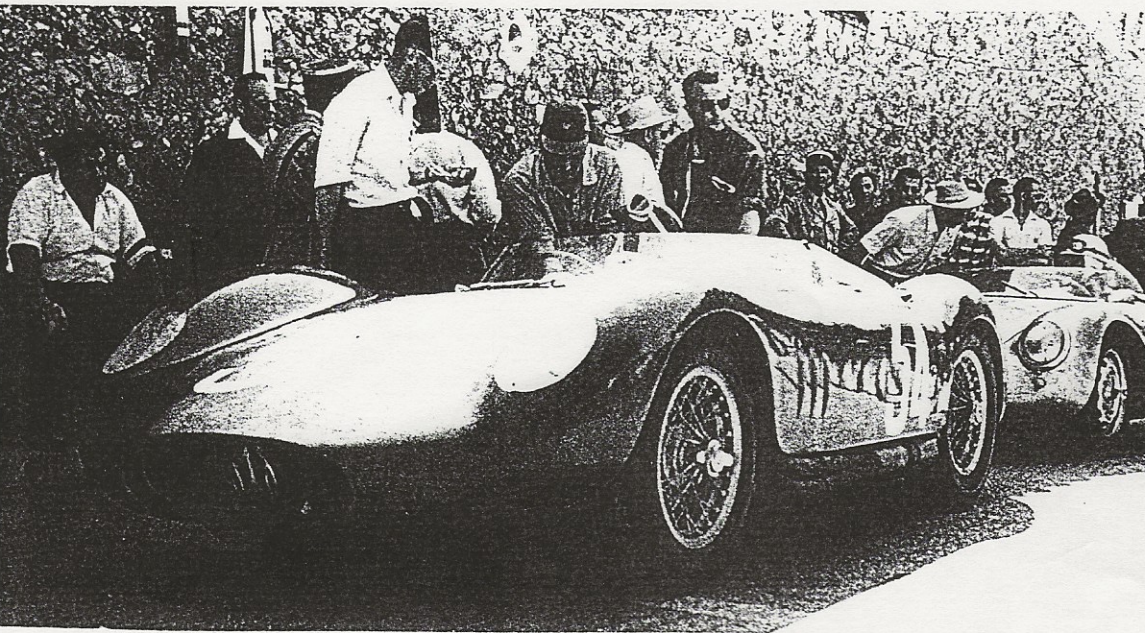
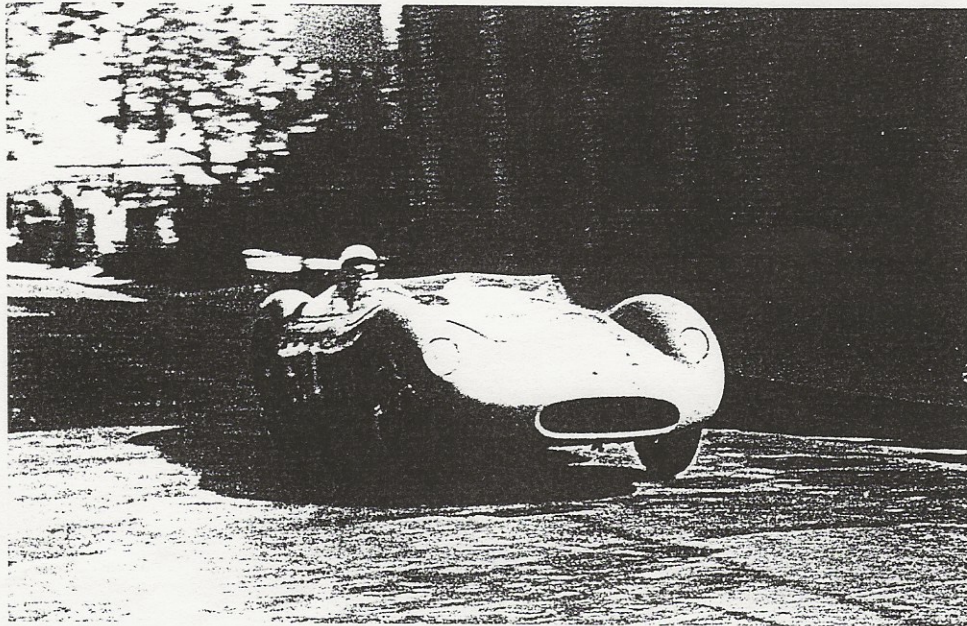
the cover of the illustrated Maserati Tipo 200SI brochure.

Modena, 10 May 1957. The line up of Maseratis ready to leave the factory for the Mille Miglia "sponsored" by Bitoni. In the

foreground is the 200SI with race number 506 and elegant bodywork by Carrozzeria Fiandri that was driven by Luigi Bellucci. The Neapolitan driver unfortunately failed to reach the Rome checkpoint.



...tion of the
...iglia, 12 May
...Nando
...ini's Maserati
...on its way to
...ace overall.



A 200SI bodied by Fantuzzi seen at the start of the Mont Ventoux hillclimb in 1957.

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