

Tipo 200S - Tipo 200SI

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

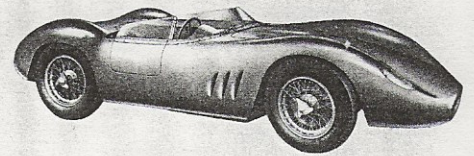
PRODUCTION DATES
1955-1957

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.



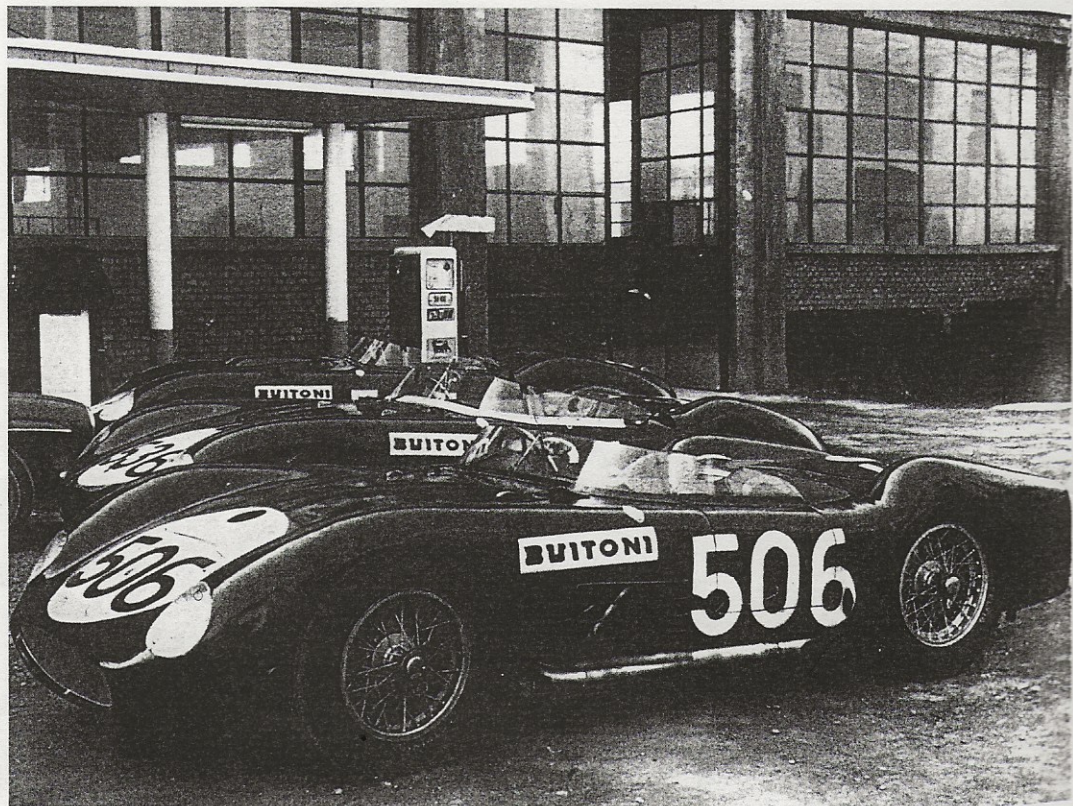
MASERATI SPORT 200 SI

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.



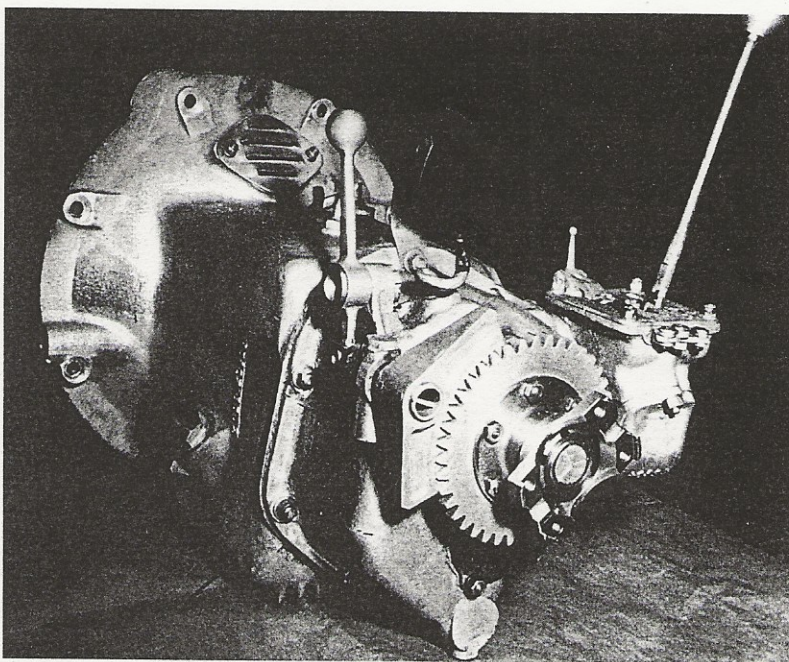
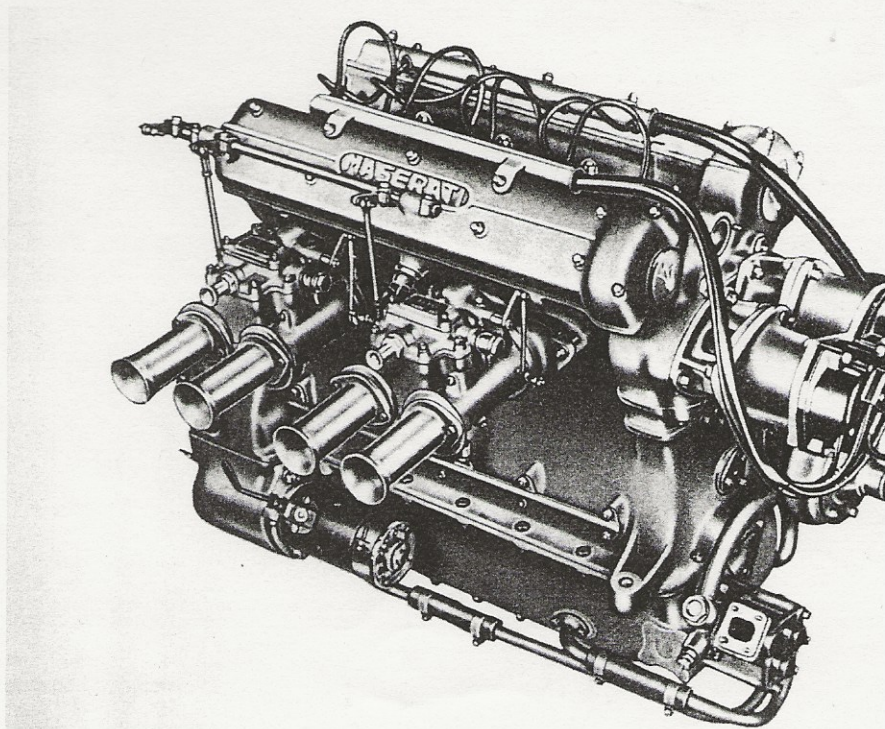
demanded professional levels of driving skill. A series of tests conducted by the racing driver Luigi Bellucci in 1956 drew attention to various anomalies in the chassis and the braking performance (the brakes were evidently no match for the 190 hp produced by the engine) of example No. 2401. As a consequence, Nos. 2403 and 2404 that, together with the conventional No. 2505, took part in the Supercortemaggiore Trophy on the 24th of June, were equipped with 150S chassis, de Dion rear axles and transverse leaf springing.

Through to car number 2403, the tubular chassis were fabricated in-house, but as was the case with the 150S, subsequent examples were supplied by Gilco, while through to No. 2404 the bodies were built by Celestino Fiandri and subsequently by Medardo Fantuzzi.

In 1957, with true serial production having been established, the highly sought-after 200S matched the norms for the Sport Internazionale category so closely that it was decided to change the model designation to SI.

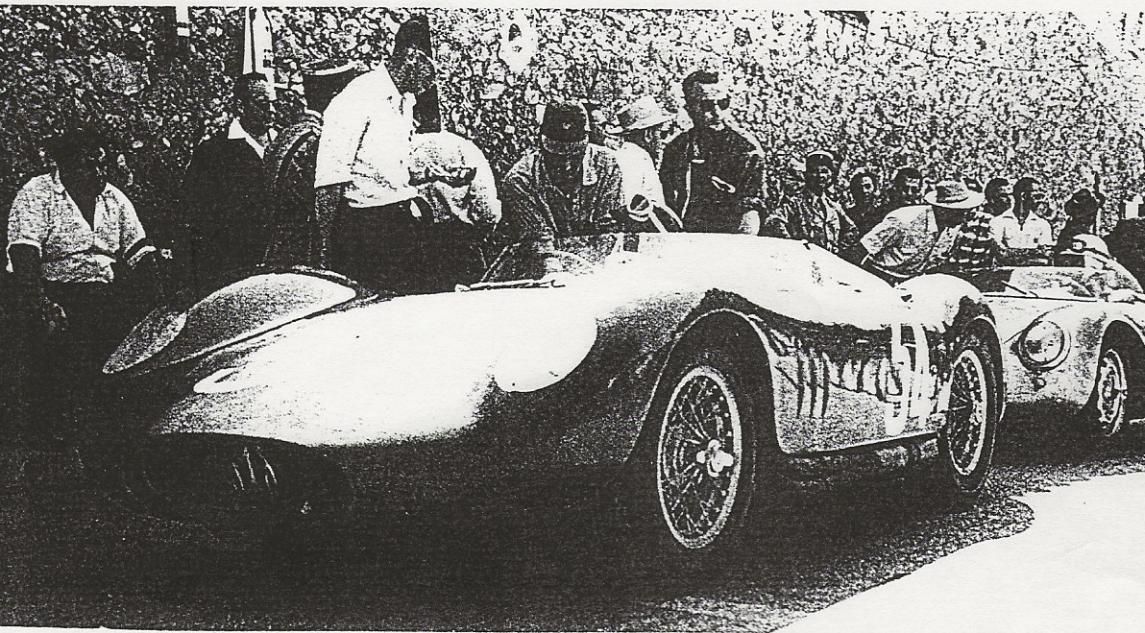
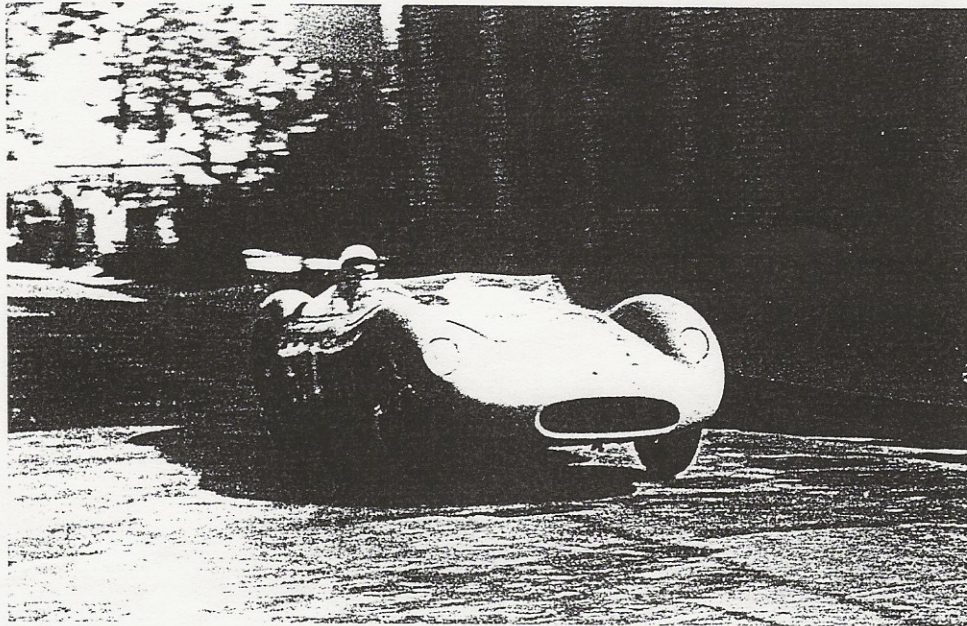
The new regulations involved a return to the concept of the racing car that could, with certain minor adjustments, be used as a road-going tourer. Hence the appearance of a bogus canvas hood that was fitted solely to satisfy the scrutineers and certainly had no part to play when racing, as was the case with the wind-screen wiper that, had it been used for any length of time, would have irremediably ruined the Plexiglas screen. As if this was not enough, there was also a regulation requiring a compartment large enough to contain a suitcase.

With regards to the mechanical specification, while the reintroduced de Dion rear suspension layout with a transverse leaf spring resolved the doubts raised by Bellucci the previous year, the 200S continue to demand uncommon driving skills that were the exclusive preserve of professional racers, among whom the car continued to be held in high regard.



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

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TIPO 200S - TIPO 200SI

ENGINE	
Location	front
Number and arrangement of cylinders	4, vertical, in-line
Cylinder block	light alloy
Bore x stroke	92x75 mm
Displacement	1993 cc
Power output	190 hp
Peak power revolutions	7200 rpm
Compression ratio	9.5:1
Number of main bearings	5
Type of main and con-rod bearings	thin wall
Cylinder head	light alloy
Number of valves per cylinder and configuration	2, in 80° V formation
Valve actuation	roller rockers with needle springs
Camshafts	2, overhead
Camshaft drive	gear train
Ignition	dual, with battery and two Marelli distributors or magneto
Fuel system	naturally aspirated
Carburetors	2 x Weber 45 DCO3
Fuel	super grade petrol
Lubrication	dry sump, with 3 pumps (1 supply and 2 scavenge)
Cooling	water, with centrifugal pump and radiator

DRIVETRAIN

Traction	rear-wheel drive
Clutch	multiple dry-plate
Gearbox	mechanical, bolted to engine
Number of gears	4 + reverse; subsequently 5 + reverse
Control	central
Transmission	shaft with couplings
Rear axle	rigid; subsequently a de Dion layout
Final drive ratio	4.222:1 (9/38) and various ratios depending on use
Front wheels	wire, 4.50-16
Rear wheels	wire, 4.50-16
Front tyres	5.50-16
Rear tyres	6.00-16

BODY/CHASSIS

Bodywork	two-seater Sport, in sheet aluminium over a steel frame attached to the chassis
Chassis	tubular, latticework
Wheelbase	2150 mm; subsequently 2200 mm
Front track	1280 mm
Rear track	1230 mm
Front suspension	independent, coil springs
Rear suspension	semi-cantilevered longitudinal leaf springs; subsequently transverse leaf spring
Front shock absorbers	Houdaille hydraulic lever arm units
Rear shock absorbers	Houdaille hydraulic lever arm units
Front brakes	drums
Rear brakes	drums
Brake operation	hydraulic, pedal
Steering	worm and sector
Driving position	right-hand drive
Dry weight	660 kg
Fuel tank capacity and location	100 l., rear
Electrical system	12 Volt

PERFORMANCE

Maximum speed	260 kph
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CHASSIS and ENGINE (*) NUMBERING and PRODUCTION DATES

TIPO 200S 1955

2400 - engine only.
2401 - Rear live axle; Fiandri bodywork.

1956

2402 - A6GCS chassis with rear live axle and semi-cantilevered leaf springs.
2403 - New chassis with de Dion rear axle.
2404 - New chassis with de Dion rear axle.
2405 - A6GCS chassis with rear live axle and semi-cantilevered leaf springs. Fiandri bodywork.
2406 - Fitted with rear live axle in 1957.
2407 - Derived from 150S No. 1672.
2408

TIPO 200SI 1957

2409 - Converted to 250S specification. From 2412 to 2417.
2418 - Subsequently equipped with Tipo 250S engine No. 2433. From 2419 to 2430.
10 - engine only for Brian Naylor, G.B. destined for a Lotus chassis.

(Note) The frequently overlooked practice of assigning Formula One engines with consecutive numbers from 1, sports cars from 51 and the future GT models from 101 was already being applied in this period.

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

2425

Monza, 24 June 1956, 4th edition of Supercortemaggiore Grand Prix. Piero Taruffi entered to drive the Maserati 200S with Cesare Perdica of Bologna (seen here tackling the Sopraelevata) handed over the car to

Stirling Moss who had returned to the pits on foot after his own Maserati had him down. The Roman driver finished eighth overall after he in turn to over the André Sgorbati.

