

N.59

Giul A.

AUTOVETTURA MASERATI

Tipo AC 1500 cc.

TELAIO : Marchio MASERATI

N. 059

Motore : Marchio MASERATI

N. 059

Motore 6 Cil. 1500 cc = HP. 19

Ales. mm. 66 = Corsa mm. 72.5

Carrozzeria : Berlinetta a due posti.

5 Aprile 1949

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Direz. C.C. /cin/

25.7.1949

DICHIARAZIONE DI VENDITA

La sottoscritta S.A. OFFICINE ALFIERI MASERATI con sede legale in Bologna e stabilimenti ed Amministrazione in Modena Viale Giro Heredia 322, dichiara che l'autovettura "MASERATI" distinta come appresso:

TELAIO MARCHIO "MASERATI"Tipo A6N. 059

MOTORE MARCHIO "MASERATI"Tipo A6N. 059

Potere a 4 tempi - 6 Cilindri - 1500 cc. di cilindrata - HP. 19

CARROZZERIA: Berlina a due posti.

è stata venduta in data 25 luglio 1949 al prezzo di L. 2.900.000,==
(dieci lire 17. Due milioni novecentomila)
al Signor GIOL AMERICO Fu Giovanni di S. POLO DI PLAVE (Treviso).=

Modena, li 25 luglio 1949

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COPIA PER USO INTERNO AMMINISTRATIVO

Sig.
GIOL AMERICO
S. PAOLO DI PIAVE
(Treviso)

SALDO/ACCONTO VS. ORDINE NS. ACCETTAZIONE AVV. SPEDIZIONE DATA FATTURA
21970 C.I. 26.7.49

OGGETTO: FATTURA N. 205

MERCE RESA franca ns. Officine Modena IMBALLO

MEZZO ED INDIRIZZO DI SPEDIZIONE

PAGAMENTO per contanti netto ricevimento fattura

I	Autovettura "MASERATI" A 6/1500, n.059 di motore e telaio	L. 2.900.000.=
	Spese di collaudo e vendita	" 7.000.=
		L. 2.907.000.=
	Imposta generale entrata	" 87.210.=
	Diritto fisso	" 10.=
	TOTALE	L. 2.994.220.=

L'importo sull'entrata è stato versato a
favore dell'Ufficio del Registro di Mo-
dena sul C. N. 6,435 con postagio
N. 1923 del 26/7/49

COPIA PER USO INTERNO AMMINISTRATIVO

Sig.
GIOL AMERICO
S. POLO DI PIAVE

rt.

SALDO/ACCONTO VS. ORDINE NS. ACCETTAZIONE AVV. SPEDIZIONE DATA FATTURA
6/ A 26.7.49

OGGETTO: FATTURA N. 294

MERCE RESA franca ns. Officine Modena IMBALLO

MEZZO ED INDIRIZZO DI SPEDIZIONE

PAGAMENTO per contanti netto a ricevimento fattura

<u>Materiale per A 6/1500</u>		
I	Quota anteriore a disco	L. 17.000.=
I	Copertura Pirelli 550x16	" 16.850.=
I	Camera d'aria	" 2.480.=
		L. 36.330.=
	Imposta generale entrata	" 1.090.=
	Diritto fisso	" 10.=
	TOTALE	L. 37.430.=

L' imposta sull' entrata è stata versata e
 lavoro dell' Ufficio del Registro di Mo-
 dena su N. 5.466 con posteggio
 n. 1931 del 26.7.49

5-4-49 16L 059 Eiol America
S. 266 di Pine sentr 9-3-48 2-4-49 2/7. 69 Amarantho

1948-1949

DATA	Tipo	Numero	Residen	Conces	Uda	Data	COMSE	Color
COLLAUDO	VEICOLI	Motori Telajo	20	Sione RIO	INTIO CARROX	RIENTRO CARROX	GMA	YUHU

MASERATI A61500 Berlinetta L
by Carrozzeria Pinin Farina
chassis #059

Reading again the proof of my book over the Maserati early GT cars which is lying since years, I found in the report of the 02/07/1947 Maserati Board of Directors meeting that it was decided to build two A61500 lengthened chassis frames, one for the Cabriolet and another for a closed 4 seater version.

I had already noticed some years ago that both #057 (the only one cabriolet) and #059 are the only two cars described in the handwritten list of the Commercial department (authors note: this is the only factory information available) as "A61500L", but I was thinking possible that "L" was for "Lusso".

(see enclosed scans of the heading and of the line referring to #059)

To check the verisimilitudine of this possibility, it would be necessary to measure the #059 wheelbase: the production wheelbase is mm. 2.550.

The handwritten list reports also the color "amaranto" and that the car is fitted with a single carburettor.

09/03/1948: shipping date of the rolling chassis to the Carrozzeria Pinin Farina plant in Turin

02/04/1949: return of the bodied car to Modena (authors note: it took to PF more than a year to build the body; the 1948 production was very slow, because the Maserati factory was hit by trade-union problems and therefore, most probably, there was not big pressure to Pinin Farina to deliver the cars).

05/04/1949: homologation session (necessary to have the log-book) and issuing by Maserati of the Certificate of origin

(see scan)

The car is delivered for sale to Concessionario Giuseppe Santi, the Maserati dealer in Rome.

(authors note: on the Auto Italiana magazine was published, in the 1st February 1949 issue, a photo of an A61500 Berlinetta PF outside the Maserati dealership in Rome with Gigi Villoresi and Alberto Ascari on their way to Argentina for the Temporada races: the car cannot be #059, as at the time of the photo, it was not yet finished).

25-26/05/1949: IIIrd Concorso d'Eleganza di Roma at the Pincio garden

Giuseppe Santi had two Maseratis in the Concours: the A61500 berlinetta no. 47, classified third in the Group B (Carrozzerie "fuori serie", closed) classe XII, and the A61500 Cabriolet Pinin Farina no. 91 (chassis #057), first in the class XVII trasformabili/sport.

(Authors note: checking the history of all the five Berlinetta A61500s delivered to Santi in 1949, the only one A61500 Berlinetta which appeared still not delivered to a final customer at the time of the Concours, is chassis #059 and, therefore, with many probabilities, the Berlinetta in the Concours should be chassis #059).

(see scan of the photo from the Italian magazine "Motor Italia" Estate 1949, pagg. 7)

(article on the Italian magazine "Motor" no. 21 and 22)

(article on the Italian magazine "InterAuto" 5/49 page 44)

25/07/1949: Maserati declaration of sale for Lire 2.900.000 to Americo Giol* di Giovanni, San Polo di Piave (Treviso)

(see scan)

26/07/1949: Maserati invoice no. 295 for the sale of the car and no. 294 for a spare wheel

(see scan)

27/07/1949: Maserati letter to Giuseppe Santi confirming the delivery of the log-book and sale declaration

(see scan)

28/07/1949: Maserati letter to Santi, accompanying invoice no. 295.

05/08/1949: Maserati letter to Santi, accompanying invoice no. 308 for the service of the car before delivery.

1950s-1960s (unknown year): probably exported to US

End of Seventies-Early Eighties: in England, clear color, complete project in need of restoration

(see scan)

early Eighties: imported back in Italy by Massimo Colombo, an Italian dealer living in Montecarlo.

18/01/1983: Massimo Colombo sold it, through dealer Golden Car of Brescia, to Paolo Scheda, a collector from Cento (Ferrara).

Around 1984/1985: advertised for sale (on the Italian weekly magazine Autosprint) as "*Maserati A6G Berlinetta tipo Mille Miglia, telaio 059, 1949, restaurata originale*" in Turin by Fiore

12/1985: purchased by Enrico Momo, a collector from Turin, by Bertolero, a classic car dealer from Turin; the car had been poorly resprayed, the wheel covers were missing and the engine was not running properly.

199X: Momo restored it professionally, found the clue of the original paint and painted it with the proper paint, replaced the aluminum floor, he let build the wheel covers, a new upholstery and restored the engine.

06/2000: Historica Selecta brokered the sale of the car to Kiyoyasu Moroto (6-5 Nanpeidai, Shibuya-Ku, Tokyo, Giappone) for Lire 270.000.000: the car was in very good condition, was only missing the torsion bar which Momo let build and fitted on the car before shipping (see enclosed photos of the car when exported)

11/07/2000: Italian registration ZA078DV is cancelled for export

12/2010: I personally saw the car at the Maserati Rally organized by the Maserati Club Japan in Kyoto

(authors note: I noticed that the owner had fitted the car with some not original Maserati writing)

- Vittorio Giol, Americo's brother, had purchased few months before (on 03/05/1959) the sister car chassis #078.
- Their father, Giovanni Piol, a poor farmer, was emigrated at the beginning of the Nineteen Century in Argentina where, in Mendoza, he established a big winery becoming in a short time, "the king of the wine". Father of 8 sons, he returned back to Italy and, being very wealthy, in 1919 he purchased the whole village of San Polo in Piave with the castle, the winery (established in 1427) and the vineyards from the Papadopoli family, bankers in Venice.
- Americo (1904-1962) married Vittoria and they had no sons; after Americo death, his wife donated his Ornithological Collection to Museo di Storia Naturale "Brandolini-Rota" in Oderzo (Treviso) and established the Fondazione Americo e Vittoria Giol, which is still active in San Polo di Piave (I got the informations on the Piol family from Vinicio Cesana, a researcher of the history of the village).