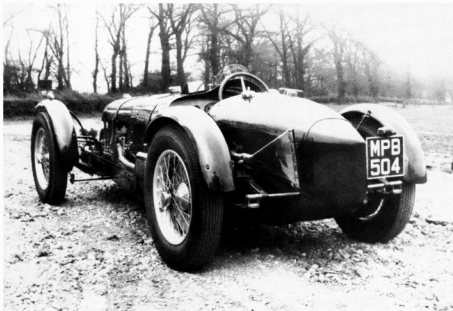
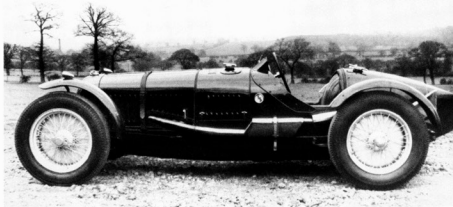


1932 Maserati 8C 3000 Grand Prix Car
Owner: Henry W. Uhle of New York City, New York



There were six Maserati brothers. Mario became an artist, Carlo built motorcycles. The remaining four—Bindo, Alfieri, Ettore and Ernesto—were responsible for one of Italy's most celebrated competition cars of the Classic Era.

It all started in a tiny garage near the Ponte Vecchio in Bologna where the brothers began making spark plugs during World War I. Producing race cars for Diatto followed and, when that Turinese firm got out of competition in the mid-twenties, the brothers Maserati plunged in. Their speed shop became a factory. Unlike most manufacturers, the Maseratis weren't much interested in the marketplace. Probably no more than 130 road cars were produced through the end of the Classic Era and, although a competition license wasn't required for purchase, it helped. Maseratis were not for the meek.

The brothers' principal interest was the manufacture of thoroughbred race cars. Henry Uhle explains: "This Maserati has a twin-cam straight-eight engine with Roots supercharger. Maximum rpm's are 5500, each thousand equal to 28 mph. The engine develops 230 hp. There's a twenty-five gallon fuel tank in the tapered tail with twin filler caps; an eight-gallon oil tank is in the cowl ahead of the cockpit. The brakes are fifteen inches in diameter—and powerful. The wheels are nineteen. The 'fishtail' exhaust is Brooklands type; the steering wheel has 1¼ turns lock to lock. The accelerator is between brake and clutch.

"This car was built for Sir Henry 'Tim' Birkin, the English driver who had earlier become famous as one of the 'Bentley Boys.' He finished third in the 1933 Tripoli Grand Prix and probably would have won except for a slow pit stop and the severe arm burn he suffered from the exhaust pipe. Sadly, the burn turned septic and he died three weeks later. The Maserati was subsequently, and extensively, raced by various owners until its 'retirement' in 1946. At that time it was road equipped with fenders, lights, starter, horn, battery box and portable luggage rack. It was in that form that I acquired the car in the mid-fifties. I've always loved racing cars (full Grand Prix, pre-1940); this one I could use on the road. Never any trouble with police! This Maserati was the most potent machine I ever drove—tremendous acceleration, fantastic handling and performance. All of the Maserati brothers' engineering knowledge went into this car which was an expression of their talent and also a most beautiful one to look at."