

OSCA's at Pebble Beach Concours d'Elegance

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OSCA Pebble Beach Overture

Michael T. Lynch relates the OSCA histories



Hugues Vanhoolandt photo

Story By Michael T. Lynch

When the Pebble Beach Concours d'Elegance decides to have a Special Class, they leave no stone unturned, and the result is always spectacular. This year featured a marque dear to VeloceToday readers' hearts, OSCA, the Maserati Brothers jewel-like masterpieces that dominated smaller displacement classes on both sides of the Atlantic in the immediate post-WWII period. Pebble's foraging led to entries from Canada, Germany, Israel and Japan, as well as examples resident in the U.S.

The official OSCA festivities began when 15 of the Italian speedsters took part in the Pebble Beach Tour d'Elegance on Thursday, with a 100% finishing rate. That was followed with a Pebble Beach Classic Car Forum on Friday.



Panel members, left to right: Bob Devlin, Michael Lynch, Tim Considine, Alfieri Maserati, Adolfo Orsi, Jr. Photo by Willie Considine.

Tim Considine moderated a panel consisting of Alfieri Maserati, Adolfo Orsi, Jr., Bob Devlin, and your faithful scribe. Both Considine and I are former OSCA owners. Orsi and Maserati told of their families' involvement with both Maserati and OSCA; I concentrated on OSCA's U.S. debut and victories in the East and Midwest, and Devlin, whose book, *Pebble Beach, A Matter of Style*, is the definitive book on the concours and the road races held from 1950-56, concentrated on OSCAs in California, and especially at Pebble Beach.

Here are the OSCAs that appeared at Pebble Beach this year, with some interesting histories. Links are provided for previous *VeloceToday* articles that addressed the particular car or subject.



S/N 1101

Leave it to Pebble Beach to dig out the first OSCA made. This is Lawrence Auriana's MT4 1100. It made its debut on 15 August 1948 at Pescara with Franco Cornacchia driving. The first victory came soon after with Luigi Villorresi crossing the line first a month later at Naples. The legend of OSCA racers was underway. The Italian press nicknamed the car a Siluro (Torpedo) and the fenders were removable, so the car could run as a sports car or an open-wheel race car. It would continue to the race through 1961. Courtesy Michael T. Lynch



S/N 1103

Ah, Pebble Beach. As long as you have the first OSCA built, why not have the second. This MT4 Siluro fits that description. Originally sold to one of Maserati's financiers, Paolo Cordero di Montezemolo, it was repurchased and used as a team car. It was with a Swiss collector for fifty years before going to Japan.

Present owners, Elad and Ronit Shagra have restored it to the condition in which it left the factory and the judges awarded it first in Class N-1 OSCA pre-1955. Courtesy Michael T. Lynch



S/N 1133 A Frua MT4, this was the first car fitted with a 1450 engine and went to Chicagoan, Jim Simpson, who was a Board Member and a large shareholder in retailer Marshall Field. He was quite successful with the car, winning often in SCCA competition, including the season closer at March Field in California in 1954. The car would be sold on to the Jim Kimberly, who would continue to be competitive. Simpson also had a special streamliner built by OSCA in which he set 18 records at the Bonneville Salt Flats, ranging from ten kilometers to twelve hours. Ann and Stephen Cortinavis were the entrants. Courtesy Michael T. Lynch

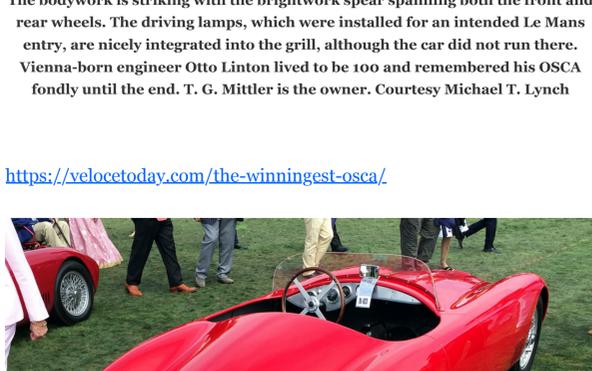
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S/N 1114

This lovely dual tone OSCA MT4 is perhaps the winningest OSCA in history; beginning in 1951, it won 22 races with factory driver Giulio Cabianca behind the wheel. It is another example of an 1100 cc car that got a larger 1350 cc engine. The car then came to America where Pennsylvanians Al Garthwaite and Otto Linton continued to win almost until its final competitive appearance in 1956. The bodywork is striking with the brightwork spear spanning both the front and rear wheels. The driving lamps, which were installed for an intended Le Mans entry, are nicely integrated into the grill, although the car did not run there. Vienna-born engineer Otto Linton lived to be 100 and remembered his OSCA fondly until the end. T. G. Mittler is the owner. Courtesy Michael T. Lynch

<https://velocetoday.com/the-winningest-osca/>



S/N 1121

This MT4 was a prototype of a full-sized OSCA designed by Ernesto Maserati with headlamps in the fenders. The bodywork is by Frua. The rear treatment differs from later cars, but the front profile established the OSCA look. Italian expatriate shop owner Alfred Momo ordered it for Bill Spear who won his class at Watkins Glen and Elkhart Lake. It was sold first to Bill David and then went on to Chick Leson who won his class at Pebble Beach in 1954, OSCA's biggest victory there. It was campaigned heavily, posting seven wins and six second places. Canadian Dario Calandra had the car restored to its period appearance

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