

1962 Maserati 5000 GT by Allemano



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The roster of individuals who purchased a 5000 GT new was quite extraordinary and included Giovanni Agnelli, the Aga Khan, and Briggs Cunningham, in addition to the Shah of Iran, according to RM Sotheby's, which sold a car similar to this one in Monterey eight years ago. Of course, all this extravagance came at a price—nearly twice that of the 3500 GT. The 5000 GT was bodied by eight different coachbuilders; with just 34 examples produced, this was an automobile with few peers and perhaps best directly compared with Ferrari's incredible Superamerica models.

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The winner in the 1960s category was one of the most exclusive and technically advanced grand tourers ever produced: the 1962 Maserati 5000 GT by Allemano. Conceived at the personal request of the Shah of Iran, the 5000 GT combined motorsport-derived engineering, individually commissioned coachwork, and huge-power. Only 30 were built in total, of which just 22 were bodied by Carrozzeria Allemano.

The car's refined grand tourer looks bely fire-breathing performance; it was a true hypercar of its day. Its 5.0-liter four-cam V8 was derived from the engine type used in the Maserati 450S race car—a machine campaigned as a works entry by Juan Manuel Fangio and Stirling Moss in 1957. It was the most technically formidable road car money could buy.

This one was owned by rock 'n' roll singer Little Tony and later by Eagles guitarist Joe Walsh—inspiring his famous lyric 'My Maserati does 185"—a remarkable top speed for 1962.





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Thanks to the commercial success of the 3500 GT, Maserati had been pulled away from death's doorstep and was beginning to get back on its feet. The 3500 GT challenged Ferrari's legendary 250 GT models and quickly became highly desirable automobiles to own, drive, and enjoy. It quickly proved to be one of the marque's most successful models. The 5000 GT only added exclusivity to that.