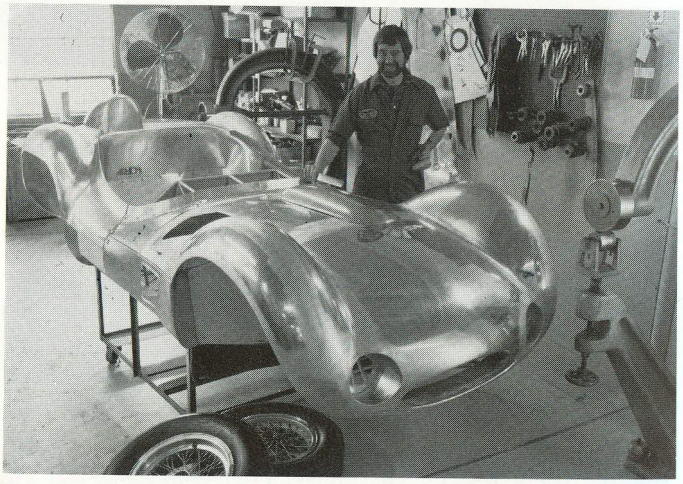
2458 – Tipo 61 of Jim Hall, Dick Hall and Bob Schroeder
This car has a fairly complex history, as major pieces from several other cars were incorporated into it during 1960/61. This included the engine from J. Frank Harrison's *2467* installed after the Riverside explosion in October 1961. After the Nassau expedition later that year, Schroeder dismantled the car, intending to install a small-block Buick V8 engine. He never completed the project and the car remained apart for many years. It now belongs to and is being restored for Don Orosco of Fresno, California.

2459 – Tipo 61 of Briggs Cunningham
Momo rebuilt the car for Cunningham and it was taken to Daytona to compete in the three-hour Continental scheduled for 11 February, 1962. During practice for the event it was crashed heavily by Augie Pabst. Subsequent to the accident, the Tipo 61 was brought back to Momo's shop in New York, dismantled and scrapped. Many of the Cunningham parts later went to England and have in recent years been incorporated into other Tipo 60/61s.

2460 – Tipo 60 of Odoardo Govoni
Govoni continued to race the car until the end of 1962, winning consistently, particularly in Italian hillclimbs, where he was just about unbeatable. He racked up over twenty victories in the 1961/62 seasons before selling the Tipo 60 to Leandro Terra of Rome. Terra raced fairly frequently with mixed success until late 1964, before retiring the well worn but still very competitive machine. In 1965 the Tipo 60 was sold to Luigi Barbuscia, also of Rome, who never raced the car at all. He eventually gave it to the Rome Maserati distributor, Franco Meloni, who still retains the car as a prized possession.

2461 – Tipo 61 Camoradi Longtail, Alan Connell
Connell continued to run the Ferrari-engined hybrid in early 1962. He won the initial SCCA National race of the year held at Daytona on 28 January, 1962. Connell then retired at the Daytona 3-Hour Continental event on 11 February, with a broken differential. A week later on 18 February, he won a Regional race with it at Green Valley, Texas, and followed this with another victory at Mansfield, Louisiana, on 20 May. Just after Mansfield, Connell sold the car to Dr Richard McGuire of Fort Worth, Texas, who raced the car extensively in the next three years. He retired the car in 1965 and sold it, less engine, to the Texas Speed Museum in Austin. From there it went to England, was restored and then wrecked in a vintage race accident. The car was dismantled and the body scrapped. A new chassis frame was constructed, but the entire car has never been reassembled. The package now belongs to Dieter Holterbosch of Oyster Bay, New York.

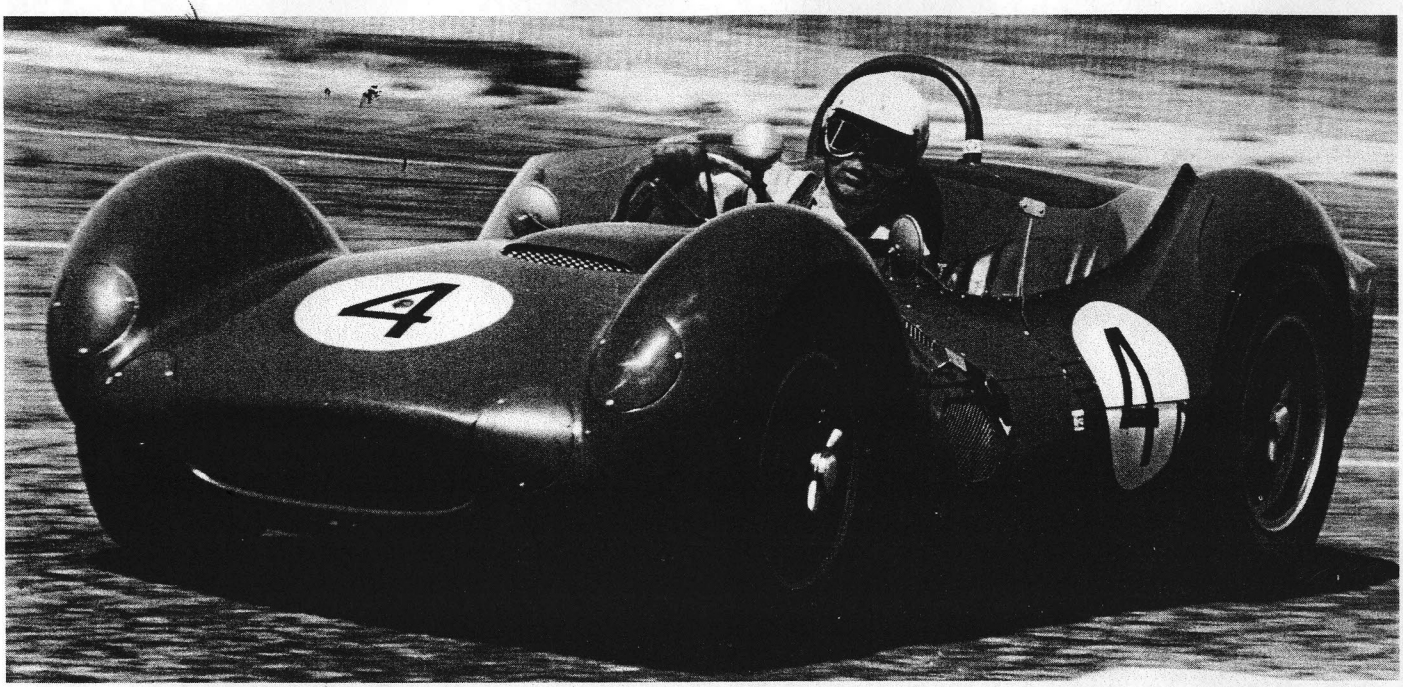
2462 – Tipo 60 of Giuliano Giovanardi, Briggs Cunningham
Cunningham used this Tipo 60 rarely and sold it in 1962 to Ron Dykes of Burlingame, California, who also raced it only infrequently. At some point in 1963 the car was sold to Dave Deuble of Glenview, Illinois, who really wanted a Tipo 61, not a 60. He acquired a spare Cunningham Tipo 61 engine, number *2480*, and installed it in the chassis. The original engine was sold to the Kiehkaeffer outboard marine engine company, who wanted it for testing and comparison purposes. While in their possession the Maserati name was ground off the cam covers for some obscure reason. This engine is now installed in chassis *2467*, still less the Maserati logo on the cam covers. Chassis



▲ *Tom Selby proudly displays his just completed rebodying of 2461, done for Dieter Holterbosch*

▶ *Connell leads Augie Pabst at Daytona on 28 January, 1962. The Ferrari engined Tipo 61 was now painted a vivid yellow, but still named 'Old Blue'*

▶ *Ron Dykes at Riverside on 14 October, 1962 with 2462*



2462 now belongs to Jim Rogers of Greenville, Kentucky, and it is often a competitor at vintage races, particularly Sebring, where Stirling Moss won with it in 1978.

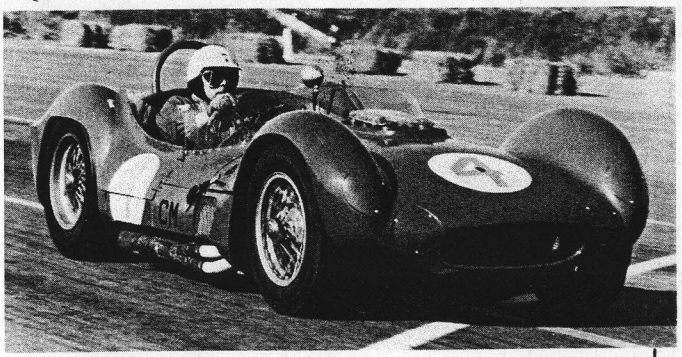
2463 – Tipo 61 of Jim Hall, Chuck Parsons and Don Prades

Prades continued to race the car during 1962 and among his successes were a third at Cotati, California, on 12 May and a second at a Portland, Oregon, Pro race on 17 June. Later that year, the engine died and was removed from the chassis. Like most other Birdcages, it lay unused for some years before being rescued by a collector and restored. It now belongs to and has been restored for Sid Colberg of San Francisco, California. The engine installed came from the Enus Wilson car.

2464 – Tipo 61 of Alan Connell

Connell sold the dismantled car in 1962 to Enus Wilson of Okmulgee, Oklahoma, who wanted it primarily as a spare parts stockpile for his ex-Penske Tipo 61 (*2471*). In 1964 he sold it to Bobby Aylward of Wichita, Kansas, who loved nothing more than to beat the latest cars with an older, supposedly outdated one, though he could easily afford to

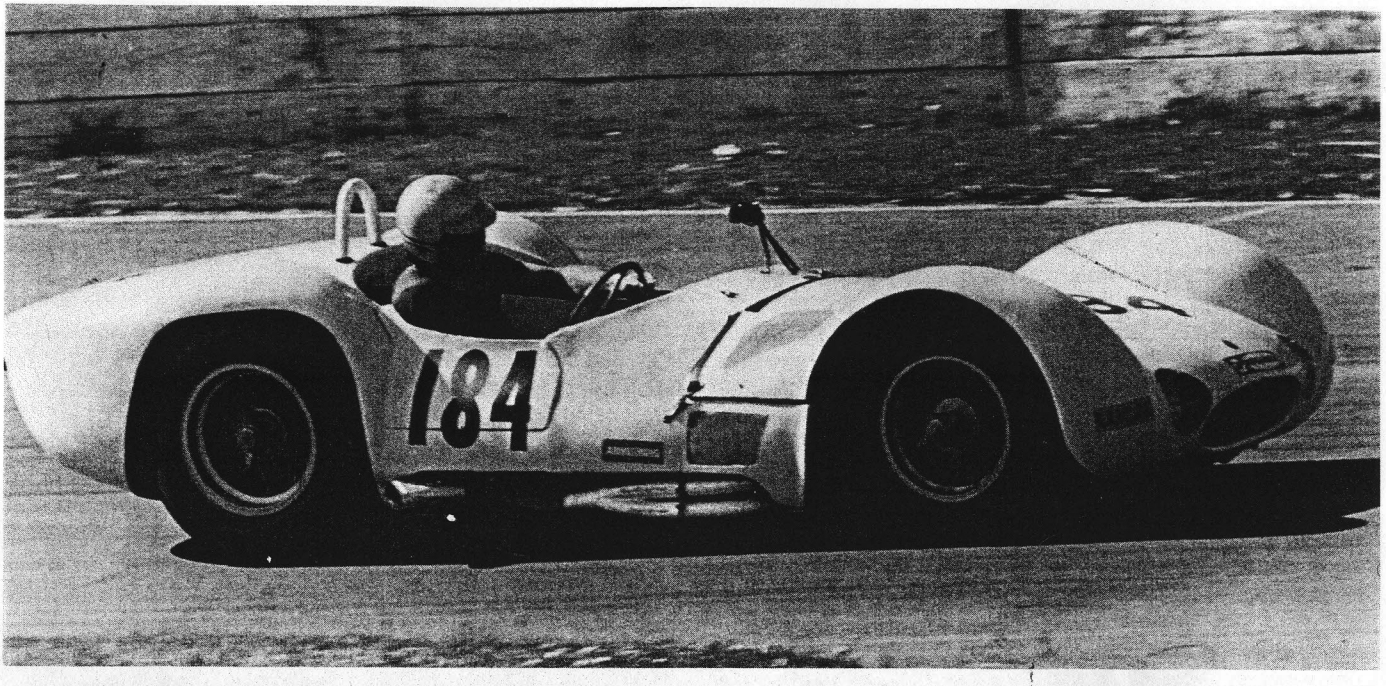
▲ *Bobby Aylward in 2464 with the Maserati engine installed*



▲ *Aylward in 2464 after installing the Ford engine*

▶ *At the time owned by the author this Tipo 60 (2465) is being driven by Alain de Cadenet at Crystal Palace (London) on 23 September, 1972*

▶ *The Riolo driven Tipo 60 (2466) at the Targa Florio on 6 May, 1962 retired with a broken De Dion tube*



buy any car he wanted. Aylward's mechanic, Ernie McCoy, rebuilt the car to original configuration and it was raced very successfully in SCCA Midwest Division races during 1965. Aylward decided he now wanted to go even faster, so McCoy removed the original engine and installed a 289 cubic inch (4.7 litre) V8 Ford motor and in this form it was campaigned frequently for the next several years. After retiring from racing following a bad accident in another car, Aylward gave the Birdcage to McCoy as a present. McCoy, of Arkansas City, Kansas, still owns and treasures the car, and occasionally gives it an outing at vintage events.

2465 – Tipo 60 of Luigi Bellucci

Bellucci sold the car in early 1962 to Nino Todaro of Palermo, Sicily, who actively raced it through 1965 in Italian events, including a dismal attempt at the Targa Florio in 1962. Until Govoni sold his Tipo 60, Todaro usually had to be content with second place finishes, as the former driver almost always won. With Govoni out of the way Todaro notched a number of victories, though the competition kept getting tougher. In 1964 he had both the body and chassis modified to improve cornering power and