

Note 57**Squish in Maserati 250F?**

Ref. (32) of 1963 by the distinguished authors Laurence Pomeroy and Stirling Moss illustrated by a sketch what was described as the shape of the 250F combustion chamber with squish plateaux fore-and aft of the 2 transverse valves. The drawing is inaccurate in that the 2 plugs, also fore-and-aft, are shown as widely angled apart – physically impossible – and external photos of the head and an engine section (949)(included in Eg.35) show that they were vertical in the longitudinal plane. The sketch artist clearly had not seen the parts he drew.

What *is* factual is a late 1957 (Pescara GP) photo of an inverted head of a customer (Centro Sud) 250F engine (795) which has *no* sign of squish plateaux. It is a simple hemispherical head, as in the transverse section quoted, although that drawing is probably a 1954 issue. See Fig. N57A.

In case the improved 1957 works cars included the squish feature of (32), the author has checked with Mr Neil Corner, owner of Serial No. 2528. He has confirmed that the original 1957 head still in his possession has normal hemispherical combustion chambers. He added that he had never come across a Maserati head as sketched (1081).

The 1957 Maserati 2.5L 60V12 engine cylinder head internals were shown in a photo (506) and, again, there was no sign of squish plateaux. See Fig. N57B

Actually there was no design problem in providing squish for a 2-valve head having wide VIA, if Maserati had chosen to do it, because Lampredi produced a head rather like the (32) sketch in the production FIAT 124S IL4 1.5L DOHC engine of 1966 (1082).

Fig. N57A
Maserati 250F cylinder head.
Some of the cylinders are damaged.
DASO 795

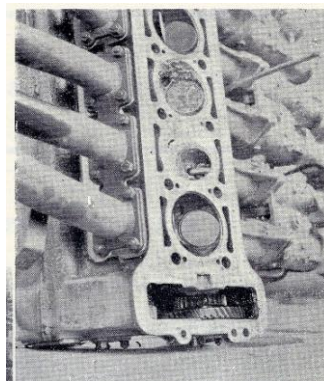


Fig. N57B
Maserati 60V12 cylinder head.
DASO 506

