

## Maserati Mistral

Like Enzo Ferrari, the brothers Maserati had no inclination to build street cars, convertibles or GTs. They steadfastly refused to do so, (although several pre-war Maseratis and post-war OSCAs were bodied as street cars) being interesting only in building race cars.

When the Orsi family bought the ailing Maserati firm in 1937, things began to change. Unlike the fabled Maserati family, the Orsis were in business not to make race cars but to make money. By 1947 the Maserati brothers, who had continued to work for Orsi under contract, left to form OSCA. By 1948 the first production road Maserati, the A6G-1500, was introduced.

This was followed by the A6G-2000, the 3500GT, the 5000GT, and the 1965-67 Mistral, seen here. Using the tried and true



DOHC six of 3692cc and later 4014 cc, the Mistral bodies were built by Frua, in both the coupe form of which 828 were made, and the very rare Spyder, of which 120 were built. The Mistral was a comfortable touring car, and the coupe with the hatchback was well in advance of the times. The Mistral and the Sebring were the last roadgoing Maseratis with the famous, Formula One World Championship six cylinder engine.

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