

1



BUILDING THE MASERATI MISTRAL

BY PETE COLTRIN

2



3

MISTRAL CHASSIS are fabricated in the *reparto telai* (frame shop) at the Maserati factory (photo 1). From Modena they are shipped to Maggiore in Turin. Maggiore makes the steel stampings for the Frua-designed body, welds the main panels together, and joins this unit to the chassis. The body, along with the doors and trunk lids, is sent by truck to Officine Padane, Modena (2).

Officine Padane finishes the carrozzeria inside and out. The body is smoothed, primed and undercoated (3, 4, 5).



4



5



6

The windshield and window frames are hand filed and fitted, as are other trim items, prior to being chromed at a local plant (6). After the car and its un-attached panels emerge from Padane's large paint booth the panels and the glass are fitted and the electrical system, wire looms, dash panel, etc., are installed (7, 8, 9). Almost simultaneously, the seats and upholstery—made on the premises—are also installed. The car is polished and vacuumed before being transported across town to Maserati (10).



7



8

9



10





11

12

13

MASERATI

At Maserati the engine (either 3.7 or 4-liter, about 70% being ordered with the larger unit) and the running gear are awaiting installation at the factory's main assembly department (11, 12, 13). Options, such as radio and air conditioning, are installed here as well.

After the car comes off the line (14) it is given an extensive road test and a list of things to do is made (15). These done, the car is re-tested, given a final polish and marked ready for delivery with the destination chalked on the windshield (16). In addition to the coupes shown, a few spyders are also built (17), while about 5% of all Mistrals are fitted with Borg-Warner automatic transmissions.



14

15



16

17

