Maserati MCPura Cielo – First Impressions

Published: June 1, 2026

Author:

Online version: https://www.wheels-alive.co.uk/maserati-mcpura-cielo-first-impressions/



Robin Roberts (and WheelsWithinWales) writes…

When it comes to sports cars and motor-sport, one Italian brand stands out – and it's not what you may think – Maserati.

Rarer than those cars with a prancing horse badge, the Maserati Trident is still the only badge on an Italian model which has twice won the Indianapolis 500 and has endeared it to thousands of American car fans.

In the United States, posers want to be seen in Ferraris, while driving enthusiasts slip into a Maserati to secretly enjoy their winding, wide roads.

Maserati has been in the hands of two Italian families since its foundation in late 1914, then

to Citroën in 1968, transferred to De Tomaso seven years later and in 2021 was bought by Stellantis, as it swept up a number of French brands all struggling with issues and low sales.

During its heydays after WW2 Juan-Manuel Fangio piloted his Maseratis to GP victories and clinched the F1 World Championship in a 250F in 1957. It also built cars for the World Sportscar series, and factory models and privateer commissions for the Mille Miglia before concentrating on quick road-going production cars.

Maserati history is a roller-coaster of sales and it did not do well in 2025, leading to speculation it will be sold on when the opportunity is right, but looking back at its troubles that is no certainty.

What is certain for anyone lucky enough to squeeze behind the wheel of the MCPura is they will be in for a lot of pure, old fashioned fun.

This slideshow requires JavaScript.

The standard car's equipment was supplemented with a comprehensive driver assistance pack for £5,880 and interior carbon fibre pieces at £4,260, Sonus Faber sound for £3,720, suspension lift £3,180 and electronic limited slip differential £2,160 among other options. Everything meant it was heading towards £295,000.

It's a racing designed mid-engined very powerful sports car with rear wheel drive and track inspired handling and grip. It goes where you point it and sticks to the road.

The full racing carbon brakes need to be warmed up to give of their best and it loved to be pushed deep into corners, powering out without drama.

You can leave the eight gears to sort themselves out or twiddle the paddles to add more to the experience and will not be disappointed.

As expected, the ride is firm, even hard over bad bits of road and you hear the potholes and

ridges passing beneath, but they are drowned out by the cylinders wailing away.

You have good forward and side vision, more restricted to the rear by the dominating reclining roof over the engine bay and high B-pillars.

Inside, the optional competition seats in the test car were tight but surprisingly comfortable and figure-holding with wide electrical adjustment but I would have preferred larger and clearer instruments. There is very little oddments room and the front and rear luggage spaces are small.

This slideshow requires JavaScript.

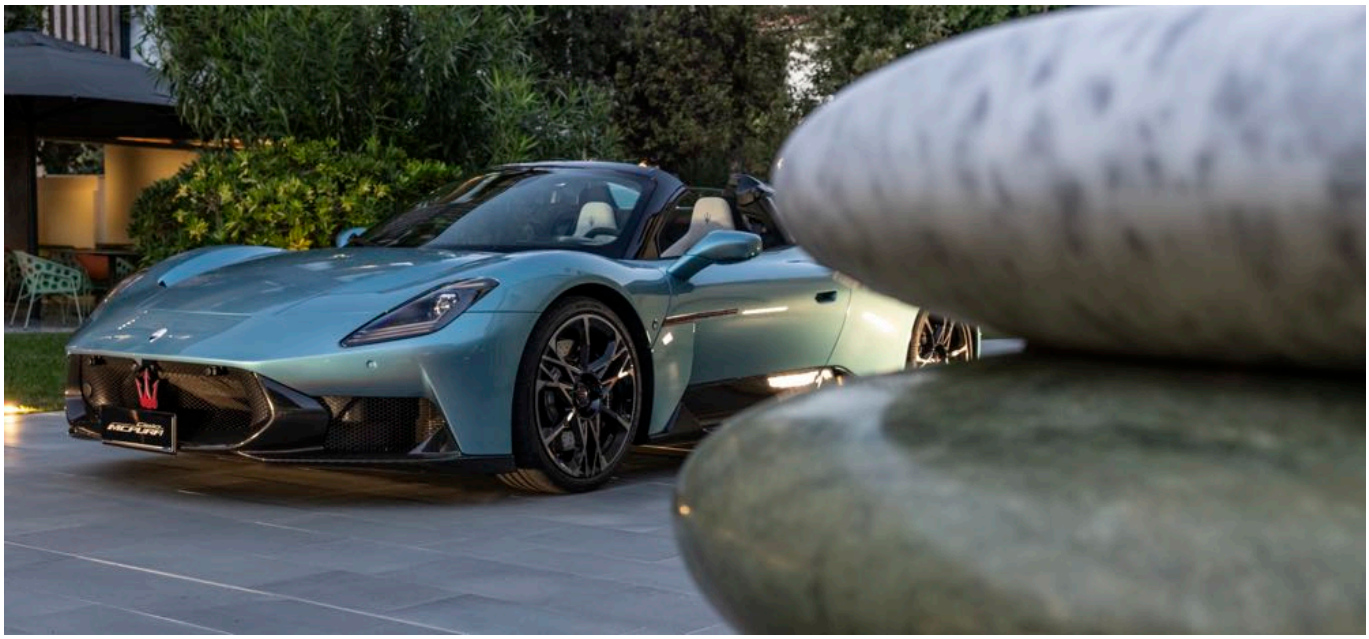


VERDICT

The Maserati MCPura Cielo cabriolet stands alongside some bigger and more spacious rivals at this price, but the fun factor of a racing car for the road possibly noses it ahead.

For: Performance, handling, refinement, warranty, rarity.

Against: Stiff ride and road noise, unprogressive brakes when cold, tight fit, small twin boots.



FAST FACTS

Model: Maserati MCPura Cielo cabriolet

Price: £294,995

Mechanical: Mid-engine 630 hp 3.0V6, 8 speed auto RWD

Max Speed: 199 mph

0 – 62 mph: 2.9sec

Combined MPG: 24.1 mpg WLTP

Insurance Group: 50

C02 emissions: 265 g/km

Bik rating: 37%, £5,690FY, £640SRx5

Warranty: 4 years/ 50,000 miles

Size: L 4.67 m (15.32 ft), W 2.18 m (7.15 ft), H 1.22 m (4.00 ft)

Bootspace: 150 litres (5.30 cu.ft)

Kerbweight: 1,560 kg (3,439 lb)

© WheelsWithinWales