



## IGNORANCE AND BLISS

The Mondial 8 was the first of the line and appeared in mid-1981. At the time *CAR* asserted that it was the first of the Fiat-influenced Ferraris but none the worse for that, having stepped in for the four-seat, Bertone-styled and beloved 308 GT4. *CAR*'s enthusiasm for the Mondial was unchecked; we called it a practical Ferrari both in terms of cabin capacity and due to the introduction of fuel injection, better

rustproofing and easier, less costly maintenance. Remember, previous Ferraris had been truculent and highly strung. It sold well, although somehow it never managed to fire Ferrari buyers' imaginations totally. "Why is this wonderful car so unfairly ignored?" *CAR* asked.

### 1984 FERRARI MONDIAL QV

Price now: £19,990

Price then: £31,900

Engine: 2926cc dohc, 32V V8,  
240bhp at 7000rpm,  
192lb ft at 5000rpm

Performance: 146mph,  
6.4sec 0-60mph

Tax: £155

Insurance: group 20

Depreciation: £12,000

of the MX-5/MGF/MR2 price band, it is possible to shift up to another price bracket now inhabited by Mercedes CLKs, Volvo C70s and 3-series BMW coupés. So 3.2-litre models are £28-30k, while a 3.4 is more, at around £30-£35k. Cabriolets are similarly priced, but you will start to see £2000 or so premiums when the weather and season are in ideal alignment.

If you are not constrained by budget, then as with just about every used car, the later the better. The QV had more valves and more horsepower than the

standard 8: 240 versus 214. The 3.2 engine added a further 30bhp and had a redesigned dashboard that finally made it easier to read the instruments. Narrower front tyres also meant that it was easier to steer. The must-have Mondial is the 3.4i, which delivers a healthy 300bhp, has power steering and is essentially an all-new car: the gearbox was turned transverse, the engine was lowered, the interior was all-new and the rear wings were wider. This is truly the ultimate family coupé. Wheeler reckons that a budget of

£2000-£2500 a year will see you maintain your Mondial in the style to which it has to be accustomed and probably with cash to spare over a 5000-mileage. A cambelt change at the two-year/24,000-mile mark is a relatively straightforward six-hour, £350 job on the smaller engines.

An eye needs to be kept on the camshaft oil seals, and the rear main seals can leak, often through lack of use. A row of stamps from an established independent specialist would be very welcome. Early Mondials can slip out of

the network, but they must fall into the right experienced hands in order to ensure that work which should be done is actually done.

Looking at the beautiful Blue Sera 1984 QV on Talacrest's forecourt, it is hard not to fall for the car's charms or £19,990 price tag. So long as it says Ferrari on the tin, the four seats shouldn't get in anyone's way of enjoying this mid-engined supercar. If you have always promised yourself a Ferrari, then a Mondial will make that dream come true. It is the real thing.

# KERBCRAWLER

Whatever your price, there are bargains to be had in the world of used cars. This month, a Ferrari that might not break the bank



**FERRARI MONDIAL** A FOUR-SEAT SUPERCAR FOR THE PRICE OF A BMW 318i

20K

**WHAT EXACTLY IS A PROPER FERRARI?** Must it be red? Is it absolutely necessary to have 12 cylinders under the bonnet? And should that bonnet be at the front or somewhere in the middle? Whatever your answer is, provided the Ferrari does what you want it to, whether that is drive hard or simply pose, then you must be having fun. If you want to do it cost effectively, then the dream F40 will have to remain just that. However, there is a way into a contemporary Ferrari that won't break the bank. It may be entry level, but the Mondial is still a full-on Ferrari.

Unfortunately some people have a real problem with the Mondial. Apparently it can seat up to four and it is also very affordable. Now that to me doesn't sound like a recipe for disaster and it certainly isn't the long-wheelbase monstrosity some bar room *Milos* would have you believe. No, the Mondial is a much-maligned and misunderstood, but important member of the Ferrari family, as the general manager of leading used Ferrari dealer Talacrest, Mike Wheeler, is keen to stress. According to Wheeler, the only problem with the Mondial is that it is

now pitched into the highly competitive pre-owned 2+2 marketplace. 'There are all sorts of Mercedes, Porsches and Astons that you can buy,' concedes Wheeler, 'and an oversupply of those sorts of cars means prices of the Mondial have softened to reflect that. In fact, the Mondial, like the GT4 before it, was a big sales success for the company.'

It is a big mistake to think that because Ferrari sold a lot of Mondials there are a lot around. The factory produced some 1848 of the most ubiquitous 8 and QV models, but only

290 were made as right-hand-drive cars. As with any Ferrari, the number now available – bearing in mind exports, write-offs and 'disappeared' examples – means that at any one time there is only a tiny number for sale.

So just how soft are the prices? Well, an early 8 in clean condition is going to be around £16,000, but they can be less, dipping to as low as £12,000 in the nether regions of the classifieds. Pick a nice QV, though, for around the £20,000 mark and you should be very happy indeed. Although that takes care