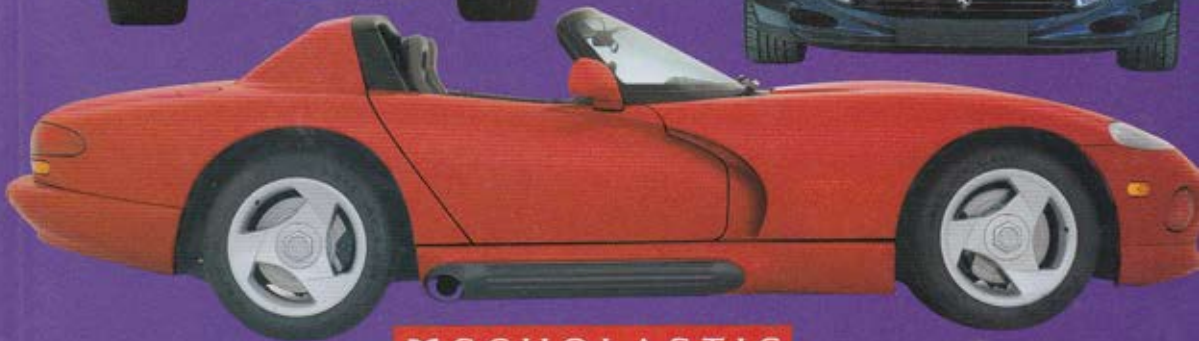


# SUPERCARS

THE WORLD'S TOP PERFORMANCE MACHINES



Richard Gunn

 SCHOLASTIC

# FERRARI MONDIAL

*The Mondial is now a forgotten supercar, yet its 2+2 layout was very practical, and it was the first Ferrari with fuel injection from new.*

The Mondial is not regarded as one of Pininfarina's greatest Ferrari designs. The brief called for a mid-engined design but with enough room for four people inside, so it was a tough proposition even for a Ferrari master like Pininfarina. Critics felt the styling was too long, and the roof line of the coupe version too tall. Pre-1982 cars also had heavy black plastic bumpers, which looked cheap and tacky on a car such as a Ferrari.



The small, rectangular air intakes denote this car as a Mondial T. Originally, Mondials had their V8 engines mounted transversely, but in 1989, the engine was redesigned with capacity increased. It was mounted longitudinally, but the gearbox placed transversely (hence the 'T'). Prior to this change, Mondials had larger, trapezoidal-shaped grilles, which were criticized for breaking up the otherwise smooth flanks.

# FERRARI MONDIAL

The radiator had to be steeply angled to fit in the front boot of the car, and there was little room for luggage. However, the Mondial also had quite a usable rear boot.



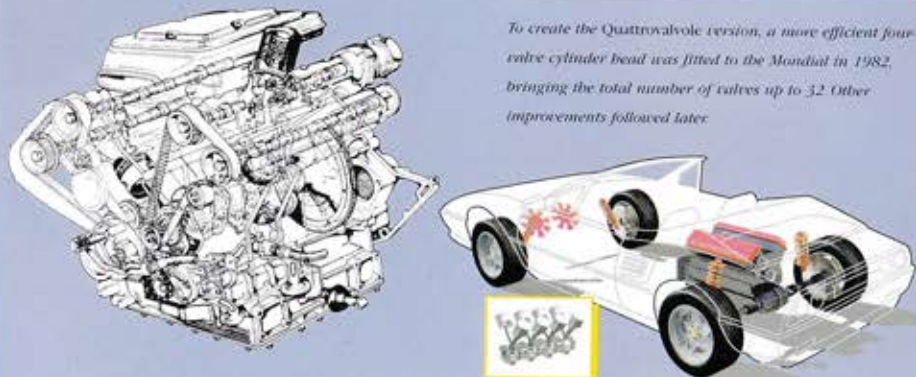
Bodywork was all steel, mounted on a separate tubular steel chassis.

Ferrari had little luck with its V8, mid-engined 2+2s. The Bertone-designed Dino 308 GT4 of 1975 was criticized for its awkward looks, and its replacement, 1980's Mondial, was the target of similar complaints. This time, though, Bertone was not to blame. It was Pininfarina, usually

beyond reproach when it came to crafting Ferraris, that had been responsible for the look of the latest 2+2 from Maranello.

To give Pininfarina its due, designing a mid-engined four seater with a large V8 situated almost in the centre was never going to be the easiest of propositions. And

*To create the Quattrovalvole version, a more efficient four-valve cylinder head was fitted to the Mondial in 1982, bringing the total number of valves up to 32. Other improvements followed later.*



over the years, the Mondial did get better as it matured.

The Mondial was an improvement on its predecessor. It had a longer wheelbase, with more interior space inside, and as the first production Ferrari to be fitted with fuel injection from new, its power delivery was smooth. Compared to the rest of Ferrari's range, it was mild-mannered but more practical. And, like any Ferrari, if you pressed the right buttons, things could get wildly exciting very quickly.

#### CHANGING FACES

Mindful that the model had not been well-received, Ferrari soon introduced changes. In 1982, the ugly black bumpers were thankfully deleted, and a more efficient *Quattrovalvole* (four-valve) head was fitted. For 1983, a cabriolet version came out.

The last major alteration was in 1989, with the Mondial T. Engine power went up once more, and the V8 and gearbox were

repositioned on the chassis. There was another minor restyle too. In this more animated 'T' trim, the Mondial continued until 1994.

#### Ferrari Mondial

Top speed:	248km/h (154mph)
0-96km/h	
(0-60mph):	6.6 secs
Engine type:	V8
Displacement:	3405cc (208ci)
Max power:	224kW (300bhp) @ 7200rpm
Max torque:	321Nm (237lb-ft) @ 4200rpm
Weight:	1470kg (3235lbs)
Economy:	7.43km/l (21mpg)
Transmission:	Fivespeed manual
Brakes:	Four-wheel vented discs
Body/chassis:	Separate tubular steel chassis with steel two-door 2+2 coupe or convertible body