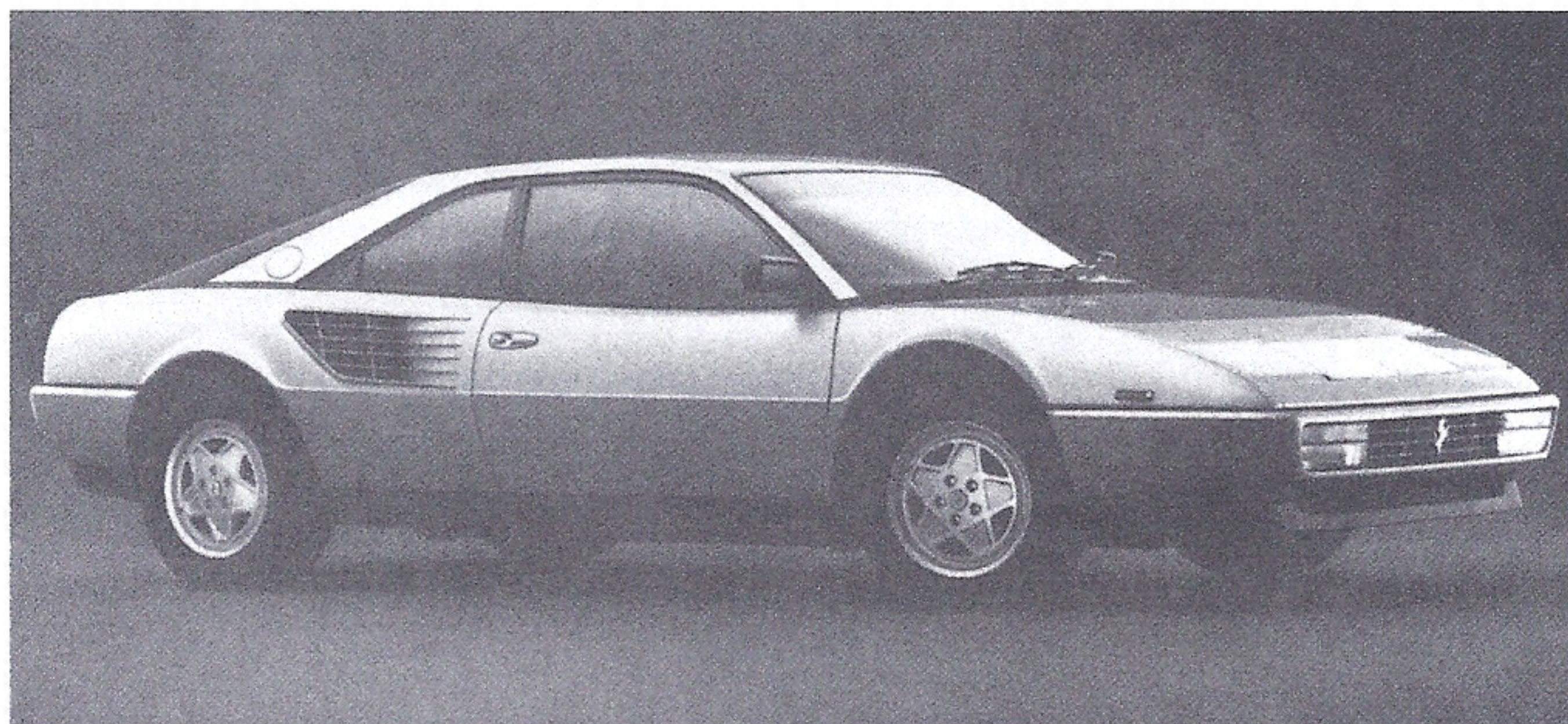


FERRARI 3.2 MONDIAL

Modena's "family car" gets the new 3.2-liter engine for 1986 too



IF YOU WANT to know what's new about the Mondial for 1986, start by reading the preceding description of the 328 GTB/GTS. The same engine modifications, bumper reshaping and relocation of the air intake are part and parcel of the Ferrari 3.2 Mondial and 3.2 Mondial Cabriolet. Note, however, that the 328 designation is not included in the Mondial moniker. And that the Quattrovalvole designation has been dropped for

1986 even if the four valves per cylinder it denotes are still there.

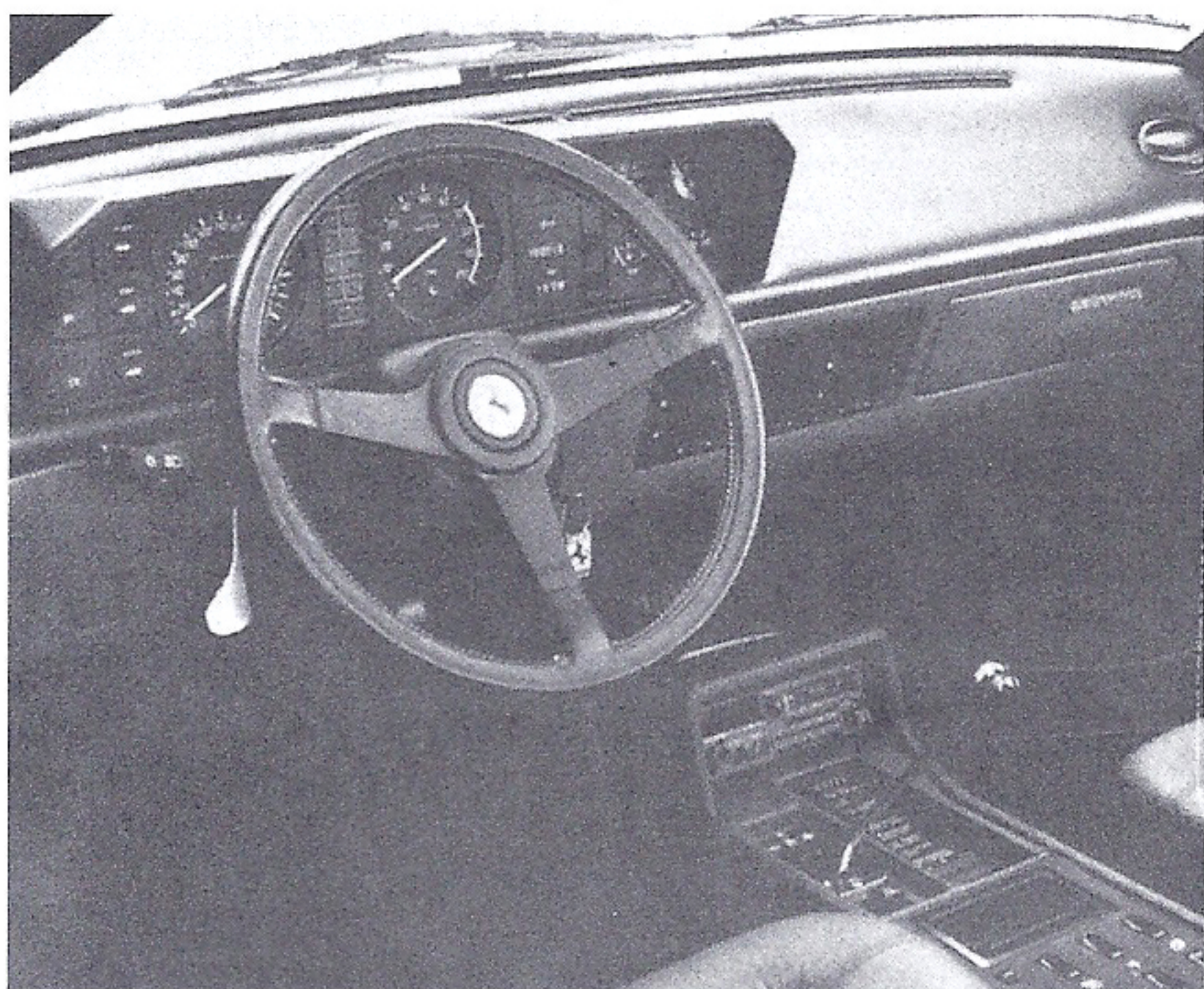
Mechanically, the 328s and the Mondials share a lot of hardware. Where they differ the most is in their bodies. The 2-place Ferraris are aimed squarely at the purist sports-car buyer; the longer (almost a foot in wheelbase) Mondials give up some agility and performance for 2+2 seating and the option of full open-air motoring.

When we first tested a Mondial four years ago, it was considerably less than inspiring. In 1984 a dose of real Italian spirit was added with the 4-valve cylinder heads. This year it's even better, the new 3.2-liter engine chopping 0-60-mph times to the low sevens and the quarter mile to 15.0

seconds flat, according to Ferrari's estimates. We can't wait to try it for ourselves.

Obviously every Ferrari is expected to have exceptional performance. But with the Mondial you can also have the enjoyment of motoring alfresco. The Cabriolet's soft top is a pretty complicated device, but if you read the owner's manual and follow directions, it goes up and down in 1-2-3 fashion.

Inside, there are few changes of note unless you are fascinated by modified door handles and red graphics for the instrument panel. And we'd say few changes were called for. All the controls are where they should be, and as in every Ferrari, the appointments are businesslike as opposed to high-tech (as in digitals) or opulent. It's an interior designed for driving, not merely sitting, and that's a distinction not lost on a Mondial owner.—*John Dinkel*



SPECIFICATIONS

Curb weight, lb/kg	3400	1542
Wheelbase, in./mm	104.3	2650
Length	178.5	4535
Width	70.5	1790
Height	49.2	1250
Fuel capacity, U.S. gal./liters	15.9	60
Engine type	dohc 4-valve V-8	
Displacement, cu in./cc	194	3185
Bhp @ rpm, SAE net/kW	260/194 @ 7000	
Torque @ rpm, lb-ft/Nm	213/289 @ 5500	
Fuel injection	Bosch K-Jetronic	
Transmission	5-sp manual	
Layout	transverse mid engine/rear drive	
Brakes, front/rear	vented disc/vented disc	
Wheels	cast alloy, 16 x 7 front, 16 x 8 rear	
Tires	205/55VR-16 front, 225/55VR-16 rear	
Steering	rack & pinion	
Suspension, front/rear: unequal-length A-arms, coil springs, tube shocks, anti-roll bar/unequal-length A-arms, tube shocks, anti-roll bar		

PERFORMANCE & ECONOMY

0-60 mph, sec	(mfr) 7.4
Standing ¼ mi, sec	(mfr) 15.0
Top speed, mph	(mfr) 149
EPA fuel economy, mpg, city/highway	13/18

PRICE

List price, coupe	\$61,900
Cabriolet	\$67,200
(Prices include \$1500 Gas Guzzler tax)	