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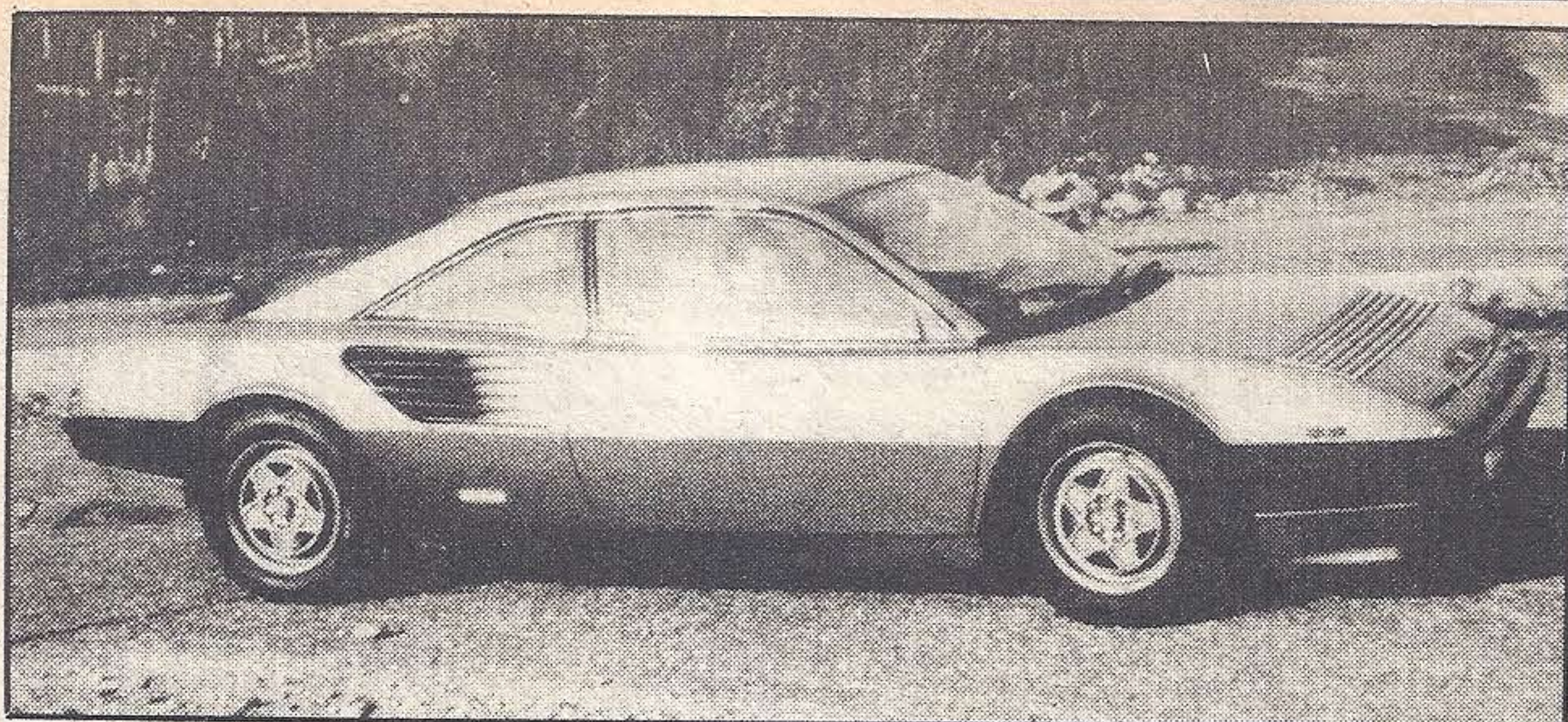
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The new Ferrari 2+2 model will be called the Mondial 8.

Ferrari Mondial 8 bows

By Bob Irvin

"Mondial 8" is the name of the new 2+2 Ferrari.

The car was unveiled this week at the Geneva auto show in Switzerland, but it will not be available in the U. S. until 1981.

The car's name comes from the "500 Mondial" Ferrari of the 1950s, which was raced by Phil Hill and others.

It is the successor to the 308 GT 4, the only Ferrari designed by Bertone. The new one was designed by Pininfarina, who has been doing Ferraris for 30 years.

The Mondial 8 Ferrari is nearly a foot longer than the GT 4, which also has a back seat, but one that is very cramped for all but small children.

Ferrari says the new model is the first true 2+2 mid-engine sports car in the world. It incorporates a number of interesting features for a production car including a rear chassis removable in one step as one unit. All come out—the engine, transmission—for easier servicing and maintenance.

The engine controls can be rapidly disconnected when the back unit is removed for servicing. This is a feature of some race cars, but it is a first for a production Ferrari.

The car also has a newly designed tubular frame which makes greater use of bent and boxed sheet metal without adding any weight.

The engineers say it permits greater high speed control because the body is less subject to strain and, overall, is stronger. It enables the car to be more compact.

The car also has Koni shocks and Michelin TRX tires. It has some new electronic controls and the Bosch K-Jetronic fuel-injection system.

The Mondial 8 has a five-speed transmission with a new oil pump lubrication system for the gear box. This is quieter and also results in reduced gear wear. Otherwise, the car uses the same three-liter V-8 engine now in the three Ferraris currently available in America—the GT 4, the 308 GTB and the 308 GTS.

The car has a top speed of 140 MPH (230 KMH) and will do a standing kilometer in 28.5 seconds.

The latest Ferrari features some new

electronic warning lights and indicators but has conventional needles for the speedometer and tachometer.

The car has two large air scoops behind the doors to increase air flow into the engine, a design carefully worked out in the Pininfarina wind tunnel.

From the outside, the car doesn't appear to be a 2+2, but the figures show it to be larger than the GT 4.

The wheelbase is 104.3 inches compared with 100.4 inches on the GT 4. The overall length is 180.3 inches compared with 169.3 inches. The width is

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70.5 inches, about the same as the GT 4. The height is 49.2 inches, compared with 46.5 inches on the GT 4, and the weight is about 3,200 pounds compared with 2,600 pounds for the GT 4.

"Mondial" means worldwide in a poetic way. The original "500 Mondial" got its name from being a sports car that could be raced all over the globe. It had a four-cylinder 2.5-liter engine developed by Aurelio Lampredi, who developed all the Ferrari engines until 1965. He is now chairman of Abarth and designed the diesel Ritmo and Panda for Fiat.

There were two bodies called Mondial, one from Pininfarina and the other by Scaglietti. About 40 were built.

That, of course, was a front-engine, rear-drive roadster and was introduced in 1954. It raced in the Mille Miglia and other events at the time. The factory campaigned a two-liter 170 horsepower Mondial and a three-liter Monza that year.

The new Mondial will go into production this summer at the rate of about four or five a day. While it is the latest in three decades of Pininfarina work for Ferrari, it actually is the first car introduced by Pininfarina in its 50th anniversary year.