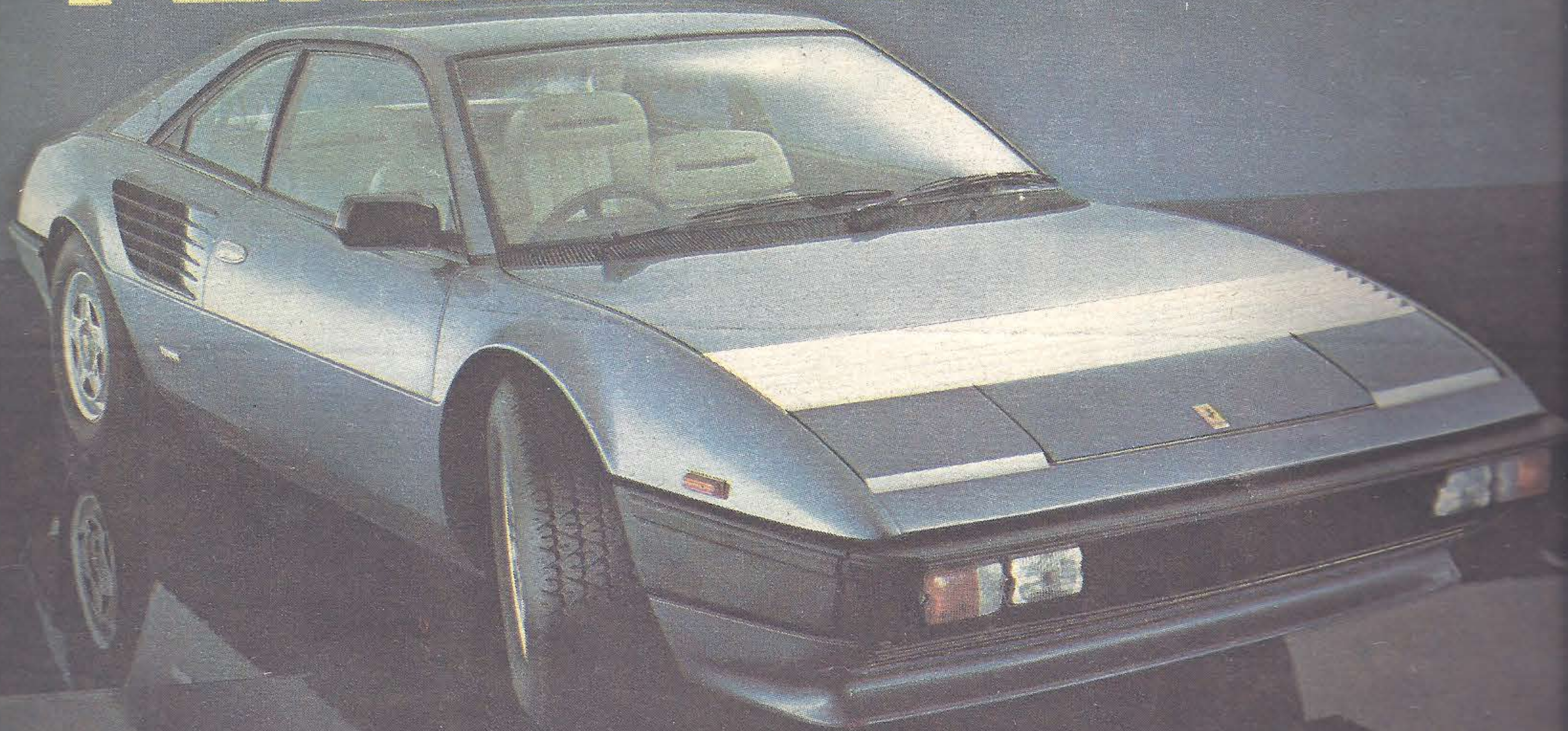


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FERRARI



Mondial



Pinin



New Mondial 8 broadens Ferrari's appeal

The name dates back 27 years. And the styling, created by Pininfarina, is similar to that of current production models.

But the new Ferrari Mondial 8 is an unusual car for the Maranello firm, and not just because it's a four-seater.

The Mondial 8, like its predecessor, the Bertone-styled 308 GT4, represents an attempt by Ferrari to broaden the market appeal of its product line.

The company says its new car, scheduled to go into production this fall, combines "the features of a genuine sports car with a comfortable GT." Some critics, on the other hand, have judged the Mondial 8 to be something of a compromise for Ferrari, citing the four-passenger layout, the large (for a Ferrari) luggage compartment and the upgraded level of trim and appointments.

Ferrari aficionados, however, need not be disappointed with the Mondial 8. It's still a true Ferrari, from its mid-engine design and smoothly flowing exterior lines to its name—drawn from the Pininfarina two-seat roadster of 1953.

The original Mondial was a front-engine design. Its 170-HP 1,984-cc four-cylinder engine was derived from the powerplant used in the Formula 2 "500," the first Ferrari to break from the traditional V-12 configuration.

The latest Mondial breaks with tradition, too. Although it uses the familiar tubular chassis, DOHC light-alloy engine and five-speed gearbox, the Mondial 8 boasts some new electronic equipment in the engine and passenger compartments.

The three-liter, 90-degree V-8 from the 308 GT4 has been equipped with Bosch K-Jetronic fuel injection, which replaces the GT4's multiple-carburetor setup, primarily to optimize fuel economy, performance and emission levels on the Mondial 8. The compression is unchanged at 8.8 to one, although power output has dropped from 230 to 215 HP at 6,600 RPM. Torque has slipped a bit, from 210 pounds-feet at 5,000 RPM on the GT4 to 179-pounds-feet at 4,600 RPM. Final drive ratio is 4.063 to one, compared with 3.706 to one on the GT4.

ANOTHER INNOVATION is the new Digiplex electronic ignition system developed by Marelli in conjunction with Ferrari. Its solid-state circuitry provides more than 500 ignition advance settings based on engine load and speed, and includes an ignition cutout to prevent over-revving the engine past the 7,500-RPM redline.

An oil pump has been fitted to the five-speed gearbox for improved lubri-



cation and reduced gear wear. Powertrain features also include an integral limited-slip differential and hydraulically controlled clutch with automatic adjustment for wear. A warning light on the central console signals low lubricant level in the gearbox.

The rear end, which carries the engine, gearbox and suspension, is now removable to speed repairs and maintenance.

The all-independent suspension fea-

tures double-wishbone geometry, with trailing arms, coil springs and Konis. The star-pattern light alloy wheels are shod with Michelin TRX 240/55VR390 low-profile tires in place of the GT4's 205/70VR14 tires.

Ferrari claims a top speed in excess of 140 MPH for the Mondial 8. That compares with close to 150 MPH for the GT4.

To make the Mondial 8 a true 2+2 car, Ferrari lengthened the wheelbase to 106 inches, about four inches longer than that of the GT4. The luggage compartment is substantially larger than the GT4's, too, thanks to increased rear overhang.

Body panels are made of steel and aluminum alloy, with black fiberglass bumpers front and rear.

A digital electronic display highlights the interior, which is trimmed in Connolly leather. Ferrari's usual array of instruments is included: Tachometer, oil temperature and pressure gauges, water temperature gauge and speedometer (it reads up to 280 km/h). In addition, a control panel on the central console monitors such functions as brake and parking lights, engine oil level, radiator fluid level, washer fluid

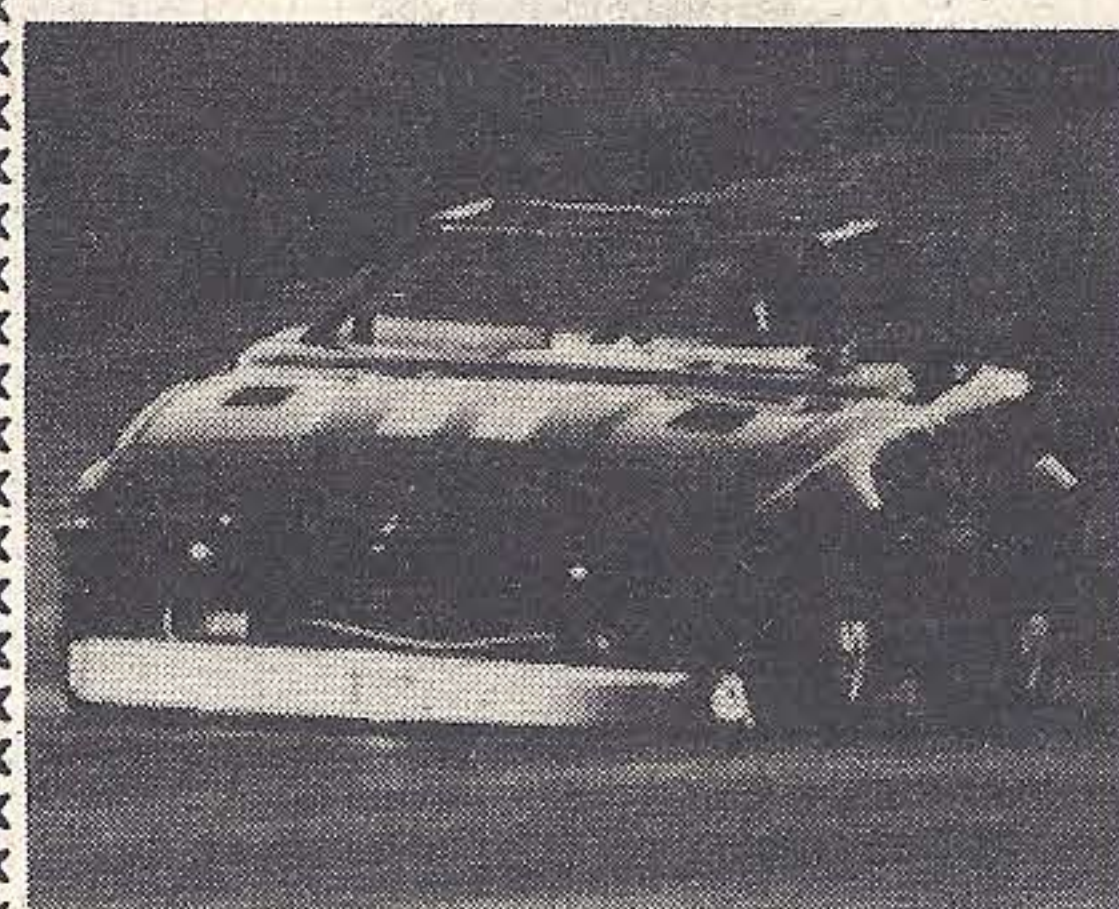
level, plus engine and deck lid closing.

Other standard items include fully adjustable, leather-wrapped steering wheel; air conditioning; electronically operated side-view mirror and windows; power door locks and antenna; four-speed wipers; front and rear fog lamps, and clock. An electric sunroof and metallic paint are available.

A 1981 introduction is planned for the Mondial 8 in the U.S., where demand for Ferraris outstrips that in the home market, 34.5 percent to 15.8 percent. When it finally arrives in the States, the Mondial 8 probably will be priced at well over \$60,000, making it the firm's most expensive U.S. model.

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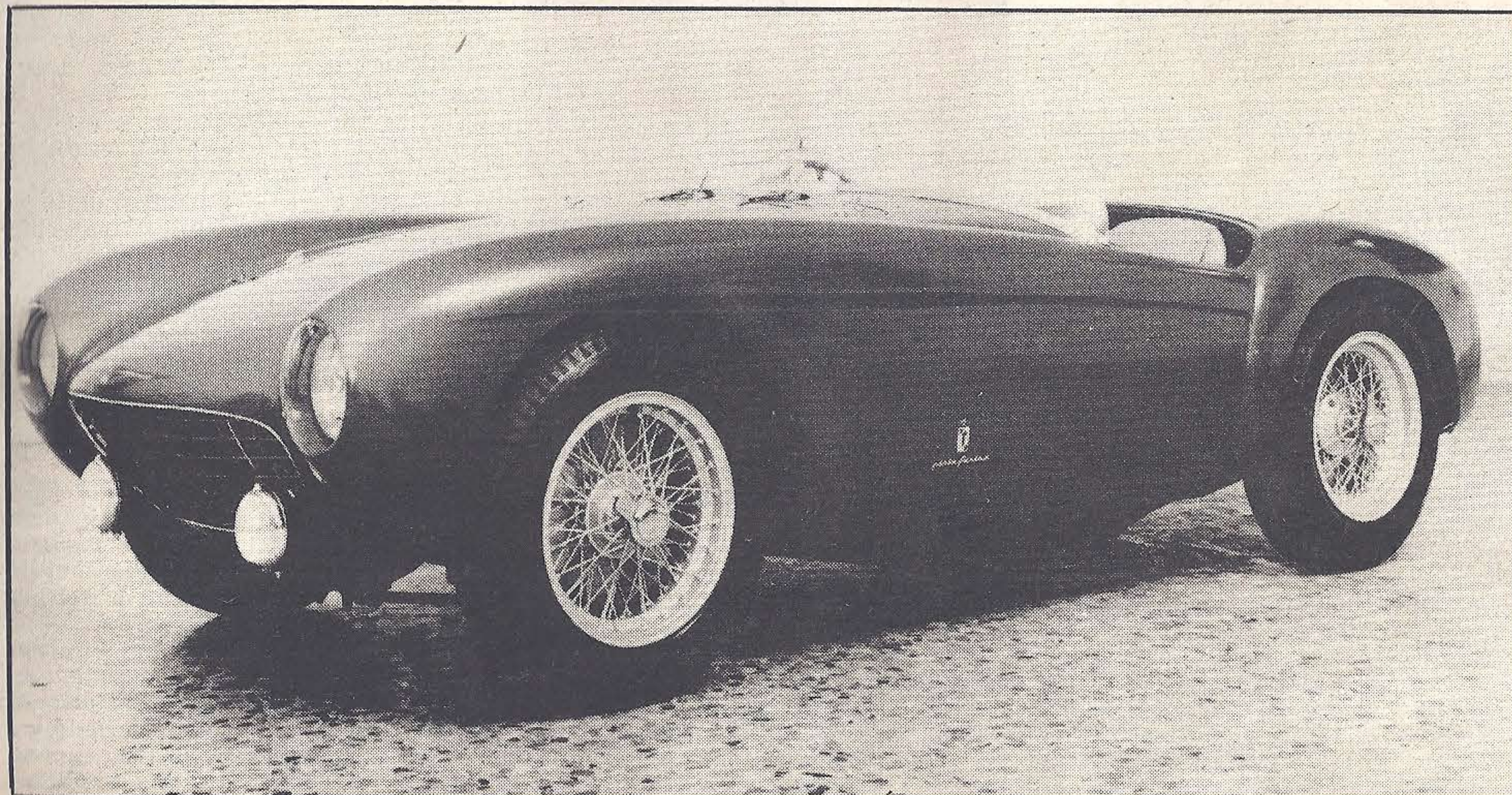
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Unlike the new Mondial 8 (top), the original Mondial 8 (above), was a front-engine, two-passenger car.