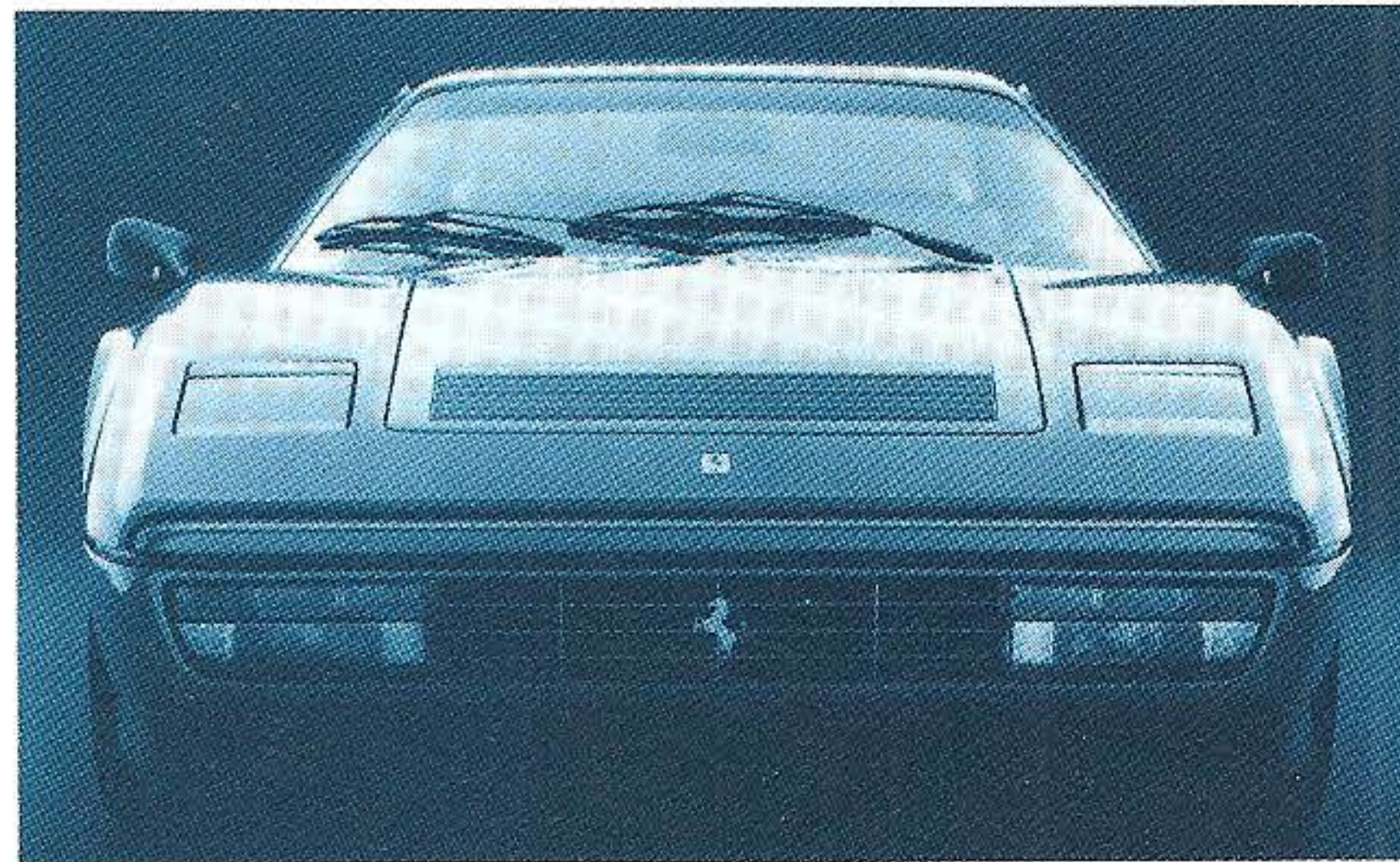
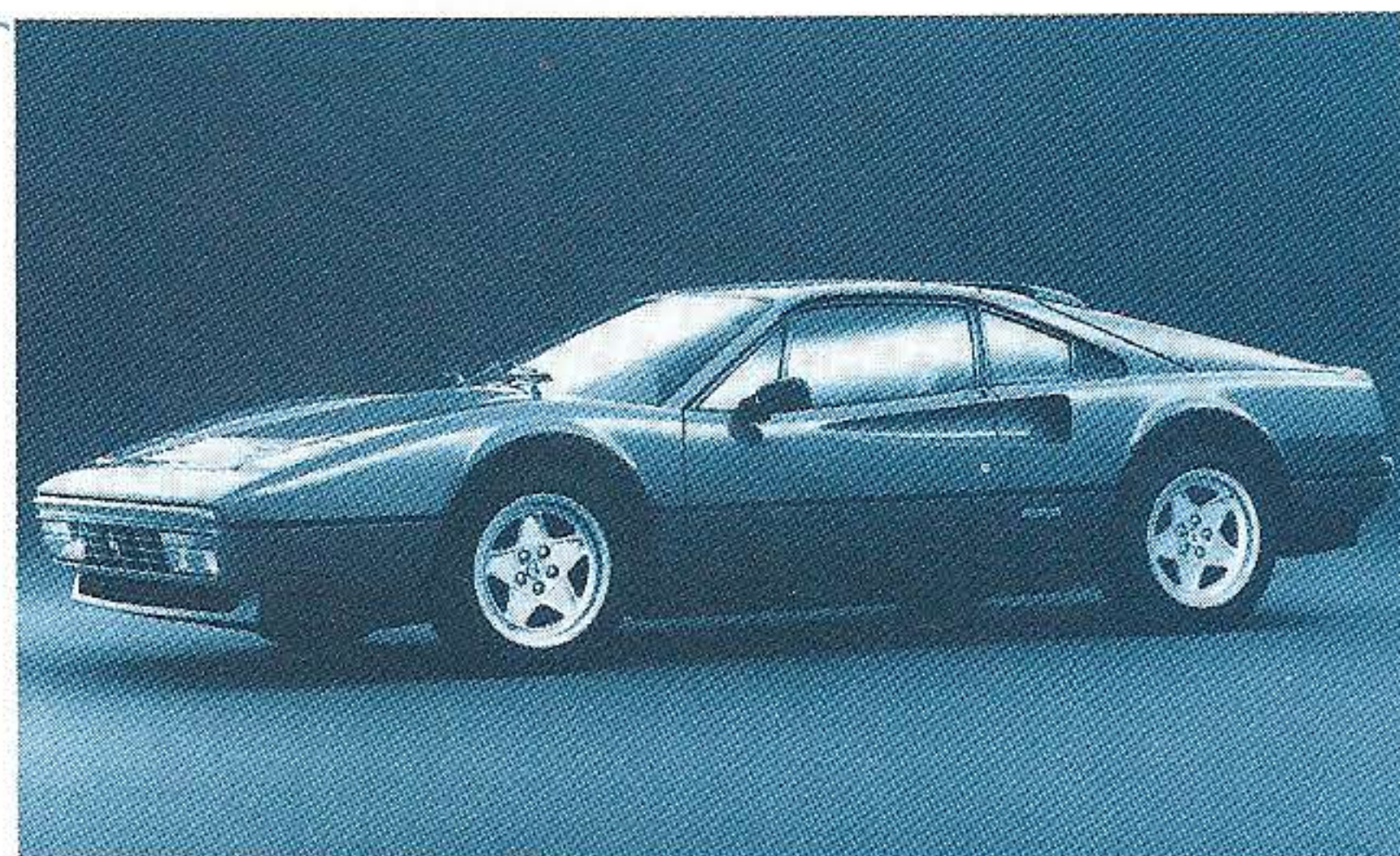


MAGNIFICE

There's more power, better aerodynamics and cabin refinements for the V8 Ferraris, to



FERRARI HAVE BEEN FEELING THE EFFECTS OF competition. Car makers of a lower order have been improving their better cars to the extent that they have begun to pressure Ferrari's V8 models, the GTB/GTS and Mondial variants – and that's the reason for the round of changes in the 1986 cars.

The new cars, which bear a 328 badge instead of the old 308 because their engines have been expanded from 3.0litres to 3.2litres, will be in Britain in right-hand-drive form before the end of the year. The cars are on display at Motorfair, London's motor show, which is starting about now, with prices as much as 10percent higher. That puts a 328GTB at around £32,000 and a 'basic' Mondial Cabriolet at about £40,000.

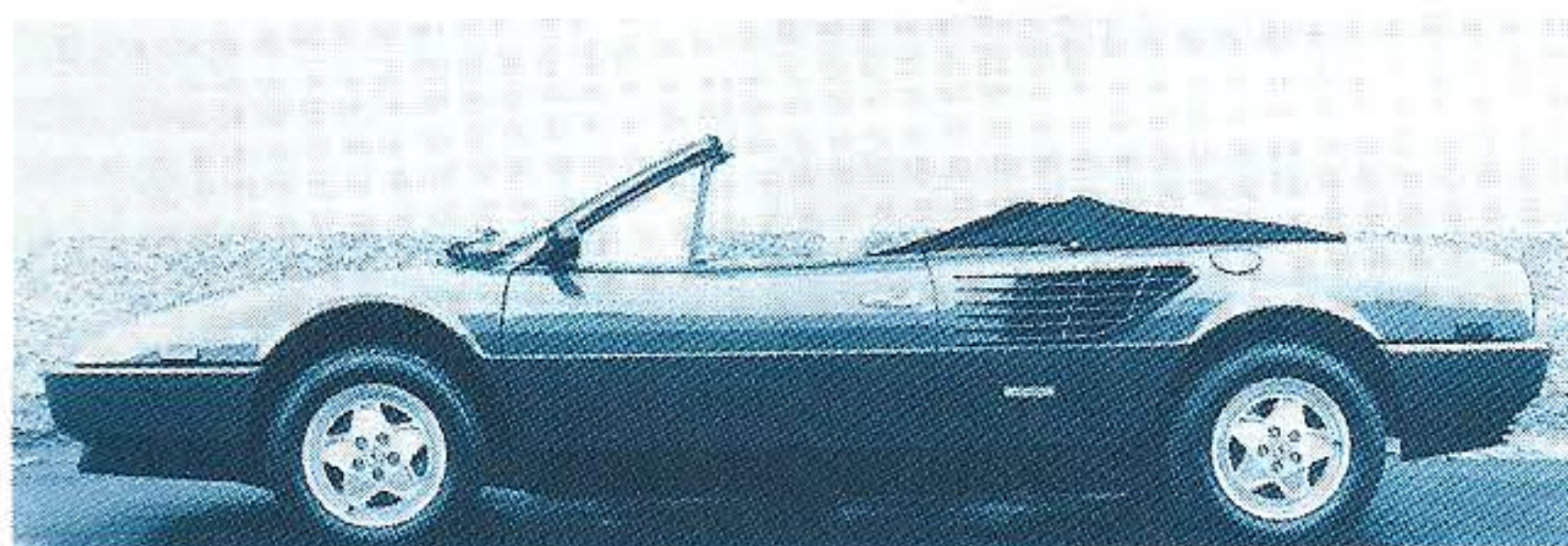
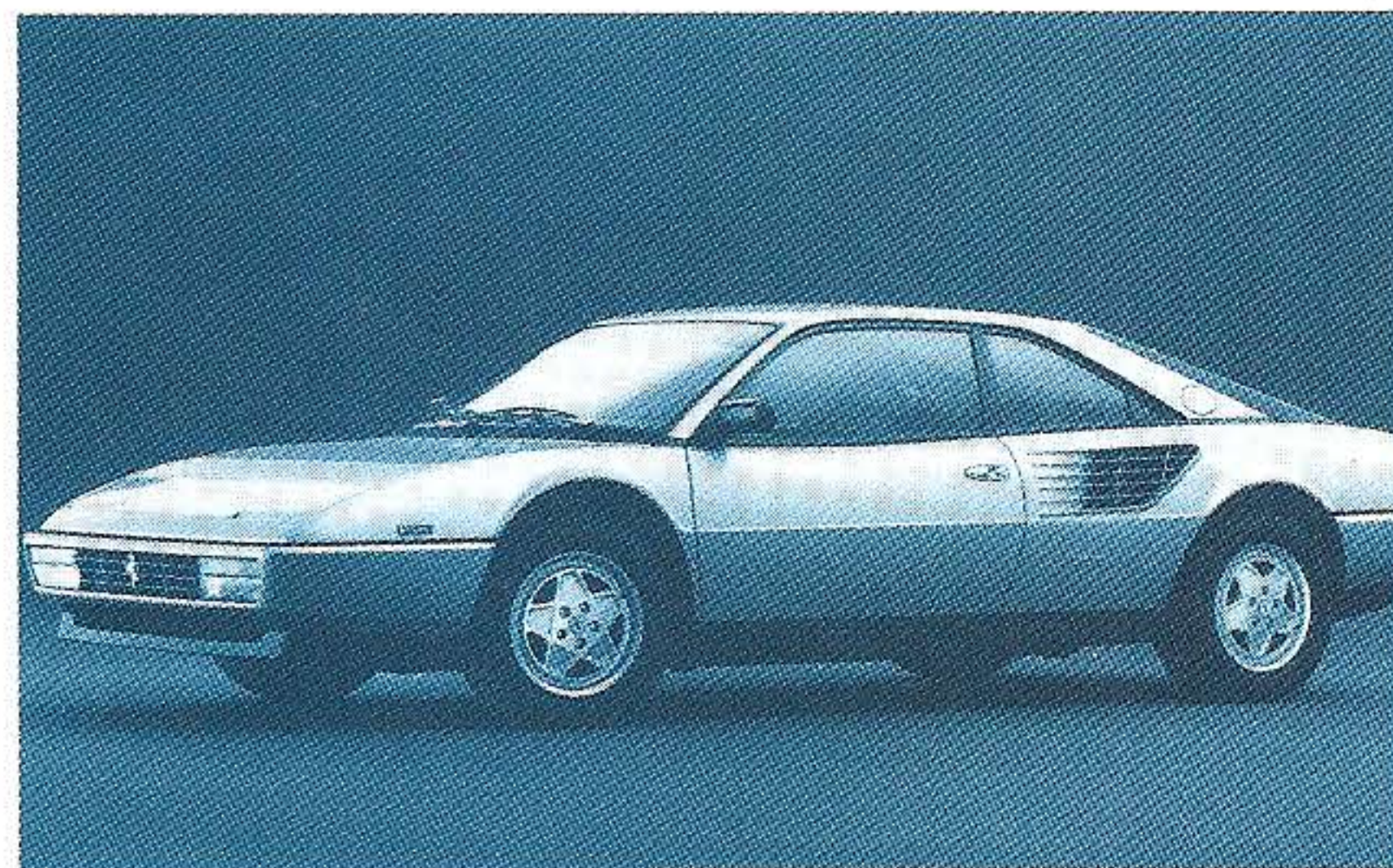
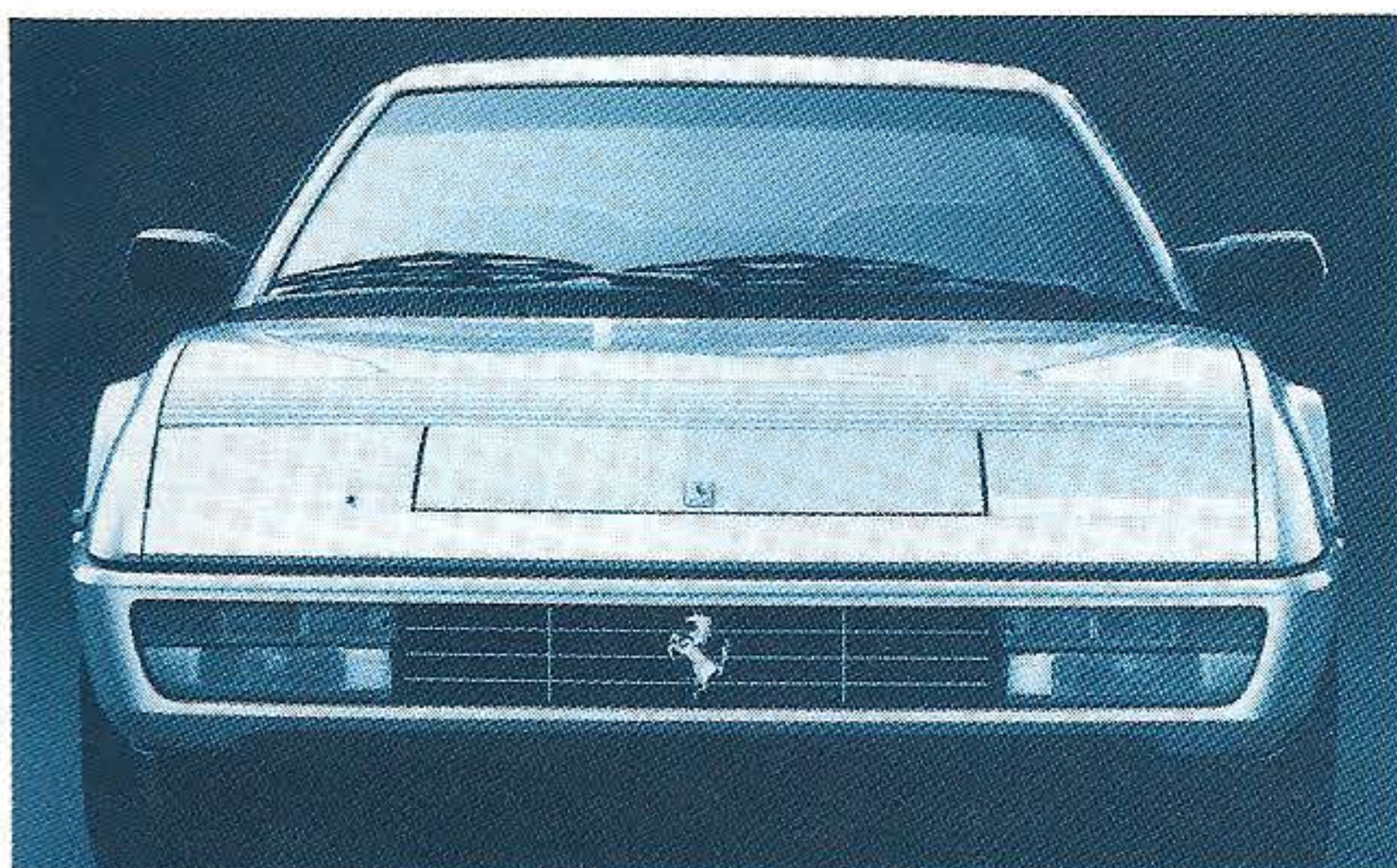
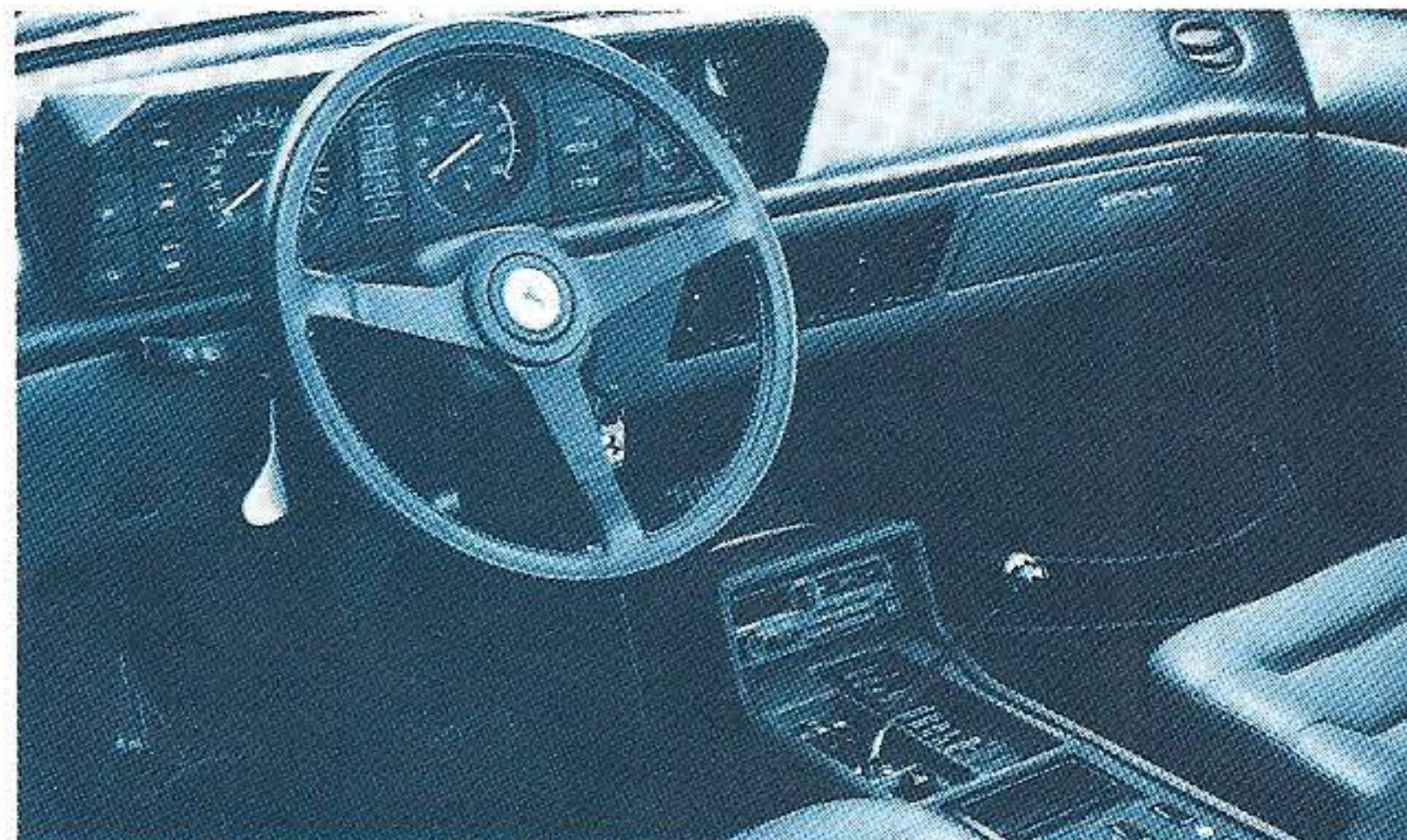
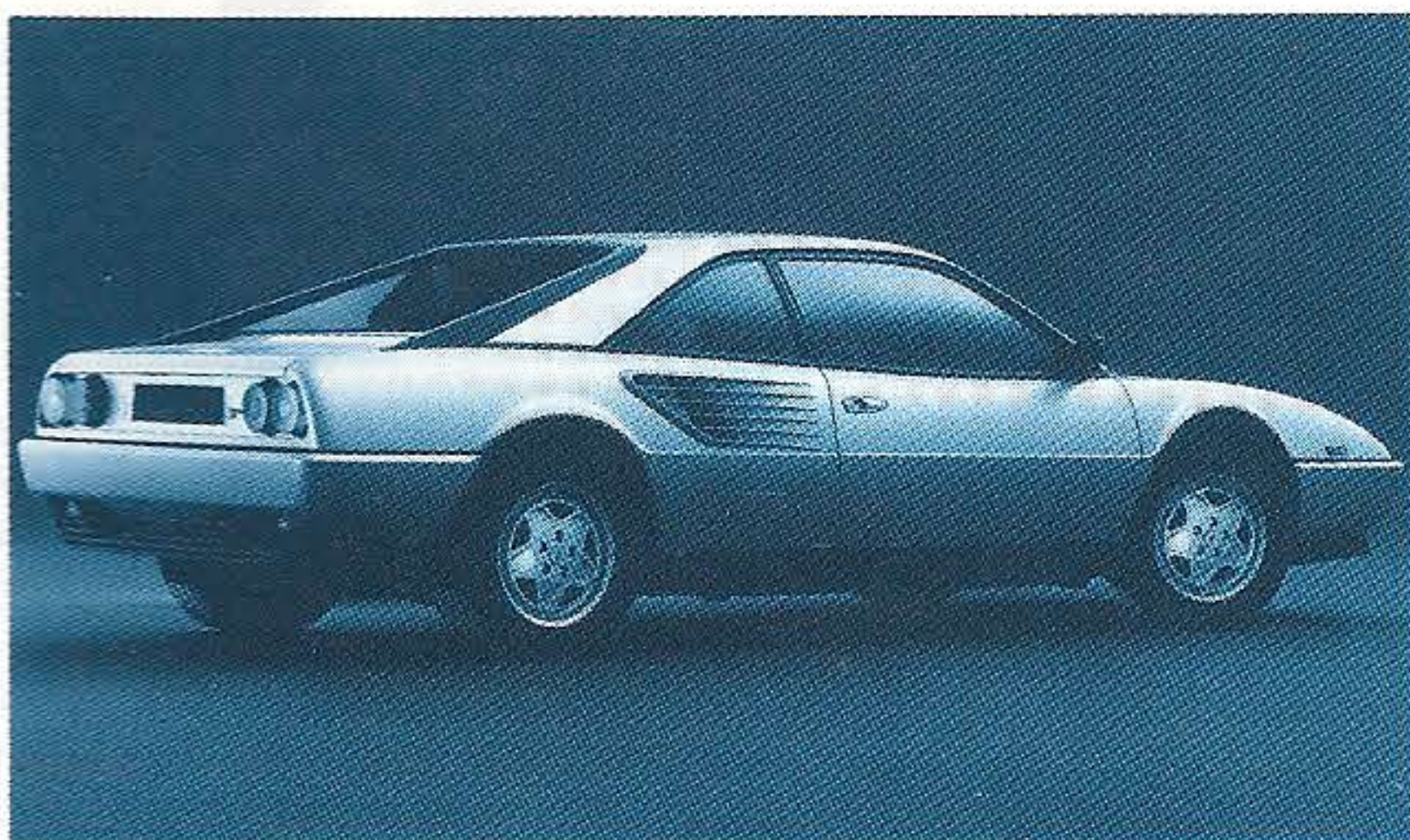


The 328s have quite a lot more performance than their predecessors, plus improved aerodynamics and interior refinements. The major changes are to the superb Quattrovalvole V8 which has a larger bore and stroke. There is a new piston design for better gas mixing, and the compression rises from 8.8 to 9.8 to one. The inlet cam has more lift, too. Maximum power is up 12.5percent to 270bhp at 7000rpm. Maximum torque rises 17percent. This latest change makes

GTB and GTS get new dashboard (top left). Exterior changes are to below-waist body mainly. Grilles, tail lights are new

NIT EIGHTS

give them a flying start into 1986. Right-hand-drive versions will be here by Christmas



the fourth alteration to the car's power output.

Ferrari's latest claims, probably trustworthy, are for a 0 to 60mph sprint time of under 6.4sec for the GTB – and a top speed of 163mph. The Mondial is a second slower to 60 and reaches 155mph.

Both cars also get far better, more efficient bumpers, coloured the same as the body. Grilles, lights and air scoops have been redesigned to make them look more modern, though to some eyes there's rather an

unfortunate 'Fiat-think' look about them. But both air penetration and stability are improved as a result.

The GTB's fascia is completely redesigned to give better ventilation and more modern styling. The Mondial cabin, already overhauled once in the model's short life, gets detail changes to instruments, new door handles and better radio. Both cars have redesigned five-spoke alloy road wheels of traditional appearance but which resist parking scars better than the old ones. The Mondial now has 220/55 tyres on 165mm wide rims (instead of 240/55s on 180mm rims) as a concession to parking effort.

The red cars have declared themselves. Competitors now have new standards to aim for.

Mondial uses same 270bhp updated V8 as GTB, also gets new body-colour bumpers and minor mods inside. Tops 155mph