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FORZA

THE MAGAZINE ABOUT FERRARI



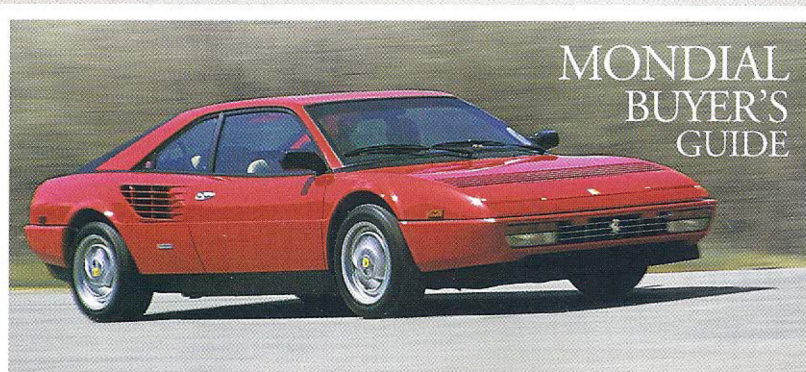
The Enzo Ferrari

Driving The Formula One-Inspired Masterpiece

Bob Grossman
at Le Mans, Part II

Bernard Cahier
Remembers Fangio

FCA Annual Meet,
Greenwich Concours



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A Ferrari Within Reach

Looking for a truly affordable Ferrari that seats four and costs no more than a Toyota Camry? Consider the Mondial coupe, one of the easiest Ferraris on the market to own and live with. WINSTON GOODFELLOW tells you how to get a good one.



Want to indulge in the Ferrari ownership experience without breaking the bank? Need to satisfy your significant other with an argument of practicality? Or is the need for a car that can seat two kids along with two adults stopping you from driving a Ferrari?

Even those who are single, footloose and fancy-free should take a look at Ferrari's Mondial coupe. Refined and understated, comfortable and a joy to

drive, the key to Mondial ownership is choosing the right one. Here's how to make sure you end up with a dream drive, not a pocketbook nightmare.

History

When the wedge-shaped 308 GT4 (Buyer's Guide, *FORZA* #7) broke cover at the Paris Auto Show in 1973, the startled onlookers included longtime Ferrari coachbuilder Sergio Pininfarina. He says he

was disappointed that crosstown rival Bertone was commissioned to do the job, given his company's track record of design success with Maranello's products.

Retribution came seven years later, when the Mondial 8 coupe appeared at 1980's Geneva Auto Show, the model's name referencing Ferrari's famed 500 Mondial sports racer of 1954-56. "(The Mondial) is not a Ferrari with hair on its

chest," *Road & Track's* show coverage reported, "but its visual flair is certainly greater than that of the pretty but sober Bertone GT4."

At the introduction, Pininfarina chief stylist Leonardo Fioravanti told author Doug Nye the project had commenced in 1976. "We said we could not do the job unless they lengthened the wheelbase 10 cm (3.9 inches) to increase rear seat space and

PRICES

FORZA Market Experts' Index

MONDIAL 8 COUPE
Mediocre \$17,830
Good-Very Good \$21,300
Great \$23,800
MONDIAL QV COUPE
Mediocre \$20,300
Good-Very Good \$25,300
Great \$28,500
MONDIAL 3.2 COUPE
Mediocre \$25,300
Good-Very Good \$30,000
Great \$34,700
MONDIAL T COUPE
Mediocre \$30,300
Good-Very Good \$35,600
Great \$41,600

Ferrari Market Letter

MONDIAL 8 COUPE	\$23,028
MONDIAL QV COUPE	\$27,684
MONDIAL 3.2 COUPE	\$30,013
MONDIAL T COUPE	\$34,870

Cavallino

MONDIAL 8 COUPE	\$15,000-25,000
MONDIAL QV COUPE	\$20,000-32,000
MONDIAL 3.2 COUPE	\$28,000-30,000
MONDIAL T COUPE	\$35,000-50,000



give us more freedom to fit the seats above a center fuel tank," the designer noted. "They agreed, we went to work and what you see is the result of many different studies."

Other dimensions also changed. Compared to the GT4, overall length increased 11 inches, height 1.6 inches, and width 3.1 inches.

Numerous modifications were found under and inside the skin. The tubular chassis was reinforced for additional stiffness. The drivetrain, rear suspension and its subframe were designed so they dropped away from the car for easier maintenance. The steering column adjusted for height and reach, and the car incorporated electric niceties such as solenoid buttons replacing manual latches for the glove

compartment, front hood, engine cover and trunk lid.

The Mondial 8 was also the first eight-cylinder Ferrari to receive fuel injection. Mounted transversely, the 2,926cc engine's bore and stroke remained the same as on its 308 predecessors. Ferrari's listed horsepower rating stayed at 205. That, as will be seen later, was a major detriment, as the Mondial weighed 450 pounds more than its two-seat counterparts.

Nonetheless, Ferrari's newest model captivated England's testers. "Mondial la magnifica," *CAR* exclaimed. "Ferrari's Mondial 8—a superb blending of dynamic ability with masterful body design, clever electronics and Porsche-like build quality—is proof positive that Maranello is reaching bright new heights."

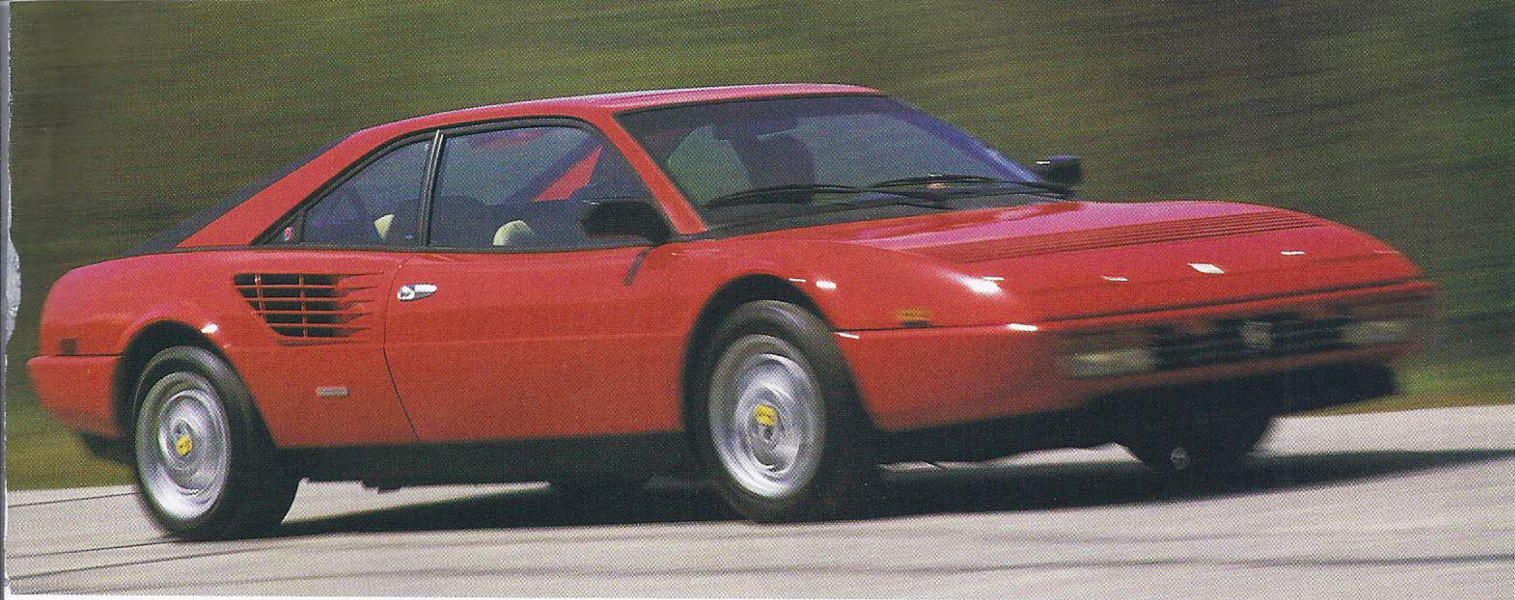
Motor Sport found the Mondial to be "a very positive step in the right direction of persuading Jaguar, BMW, Mercedes and Porsche owners that here is a car to match their current machines... It is a very realistic alternative, rather than an extravagant indulgence. For that reason Ferrari's Mondial 8 should be regarded as a significant step forward for the Italian marque...."

That European versions struggled to touch 140 mph, some 10 mph less than Ferrari's listed top speed, did not bode well for American examples. Though *Car and Driver* regularly recorded the quickest acceleration times, that mag's Mondial 8 still needed 9.3 seconds to hit 60, and 28 seconds to touch the century. And while the reviewers liked its roominess

and relaxed manners, "The Mondial 8 will barely get out of its own way, or, more correctly, the way of other Ferraris," they observed. "(Its) extra mass burdens it down to the point of being dog meat for the turbocharged Porsche 924 and Datsun 280 ZX."

Ferrari responded to such shortcomings in late 1982 with the Mondial Quattrovalvole. Its exterior was nearly identical to the Mondial 8's, save the tail badging. The interior was refined, with an updated (and ergonomically more correct) center console and door panels. The seats and dash underwent minor alterations.

The V8's capacity remained 2,926cc, with the biggest change the addition of four-valve heads. This bumped horsepower output to 235,



which, coupled with the transmission's new lower final drive ratio (4.06 vs. 3.71:1) and revised gear ratios, boosted performance considerably.

Because the drop-top Mondial Cabriolet (Buyer's Guide, *FORZA* #19) was introduced several months later, the magazines concentrated their road tests on that machine rather than the coupe. *Road & Track's* May 1984 test of the Cabriolet highlights the results: Sixty came up in 7.6 seconds, and the top speed of 138 mph was easily reached.

A good thing got better when Ferrari introduced the Mondial 3.2 at 1985's Frankfurt Show. Pininfarina massaged the exterior, giving it a new grille and running/fog lights, a new rear badge (reading "Mondial 3.2"), and

color-coded bumpers and valance pan. The interior remained much the same, save minor updates to the instrument panel binnacle and door panels. Instrument numerals were now in orange instead of white, and the control stalks were slightly modified. Gear ratios were once again tweaked, though the 4.06 final drive remained untouched.

As in the Quattrovalvole, the biggest change was found in the engine compartment. Total displacement jumped to 3,186cc, the bore and stroke now at 83 x 73.6mm. The compression jumped from 8.6 to 9.2:1, the result being 260 horsepower at 7,000 rpm.

Car and Driver was enamored with the 3.2 coupe, the drivetrain refinements making it clear this was totally different

from the Mondial 8 the magazine had tested five years earlier. Sixty now took 6.3 seconds (vs. 9.3), while 100 mph needed just 17.4, a ten-plus second improvement over the earliest version. The quarter-mile took 14.6 (vs. 16.9), and top speed was 144 mph (vs. 138). England's *Motor* recorded nearly identical test times as *Car and Driver*: Zero to 60 took 6.3 seconds, the quarter mile 14.8 and top speed was 148.5 mph.

Car and Driver lauded the Ferrari's "painstaking build quality, good ride, safe, enjoyable handling," and charismatic V8. "In the Mondial," its reviewers wrote, "Ferrari have made a car for the real world."

"We liked the Mondial most on the open road, with the engine singing, the gear lever locked in fifth, and the dawdlers

Even though Mondials have a bulletproof drivetrain, it's still a good idea to get the most solid example you can find. A good spare tire, an intact toolkit and proper documentation are musts.

flashing backward on our right flank," *Car and Driver* concluded. "It transported us from door-to-door far more efficiently than a plane or train could have. And it uplifted our opinion of the usefulness of made-in-Maranello machinery."

The last Mondial was the 't' that debuted in 1989. In many ways, it was actually a new car. While exterior modifications were minimal (new headlights and rear livery), the interior had an entirely new dash, seats, door panels and center console. The



With room for four, the Mondial is practicality defined, with performance (especially on later models) right up there with its 308/328 brethren. It's just as rewarding to drive, too.

rear seat backs flipped down to make a flat surface for luggage.

The three-spoke wheel was new, as was the power-assisted rack-and-pinion steering. Also new to any Ferrari were the electronically controlled variable stiffness shocks.

The biggest changes on the t were made to the powertrain. The V8 was now mounted longitudinally and mated to an all-new transverse gearbox (hence the "t" designation); for model year 1993 a Valeo "semi-automatic" transmission was an option. The engine's bore and stroke were now 85 x 75mm,

bumping displacement to 3,405cc. Compression was 10.4:1, and Bosch Motronic 2.5 fuel injection replaced the 3.2's Jetronic. The result was 300 horses at 7,200 rpm.

The t was the fastest of the Mondial lot. *Road & Track's* coupe hit 60 in 5.9 seconds, and cleared the quarter in 14.2. *Autocar's* was even quicker, touching 60 in 5.6 and seeing 154 mph.

Unfortunately for American enthusiasts, t coupes are rare birds. They were only offered here in 1989/90, with approximately 40 delivered to these shores. The model was produced through 1993, and was the last of the mid-engine 2+2 Ferraris.

On the road

FORZA market expert and Sportscar Italiano proprietor Brandon Lawrence provided 1988 3.2 s/n 76404 for driving

impressions. In excellent original condition with 38,000 miles on the clock, it represented the third evolution of the model. Still, I approached this Ferrari with a great deal of skepticism.

I had been fortunate enough to drive both American and European versions of the original Mondial 8 shortly after its launch. To say the experience was underwhelming is an understatement. The cars were *s-l-o-w*, especially the U.S.-spec machines, and the steering was ponderous, particularly at low speeds.

I walked away, shaking my head. "If this was the first Ferrari someone tried," I mused, "they would be wondering what the Ferrari mystique and hullabaloo were all about."

Today, the 3.2 (like all Mondials) impresses with its roomy, airy interior, thanks to an expansive greenhouse that

offers excellent visibility in all directions. Unfortunately, Pininfarina and Maranello's engineers must have been less than six feet tall; for me, the adjustable steering wheel blocked 3 to 9,000 rpm on the tuck and 40-120 mph on the speedo, regardless of where the wheel was positioned. The seat cushions also lack side bolstering and initially felt unusually firm for a Ferrari, almost like bleachers.

Despite that inauspicious start, it became clear within minutes that the 3.2 was an entirely different breed of prancing horse from the Mondial 8. After several miles, my back and rump became accustomed to the seats, and the steering became quite pleasing. Still a bit heavy at a dead stop like the early Mondial's, it immediately lightens once you start moving. There was per-

BUYER'S CHECKLIST

GREEN FLAGS

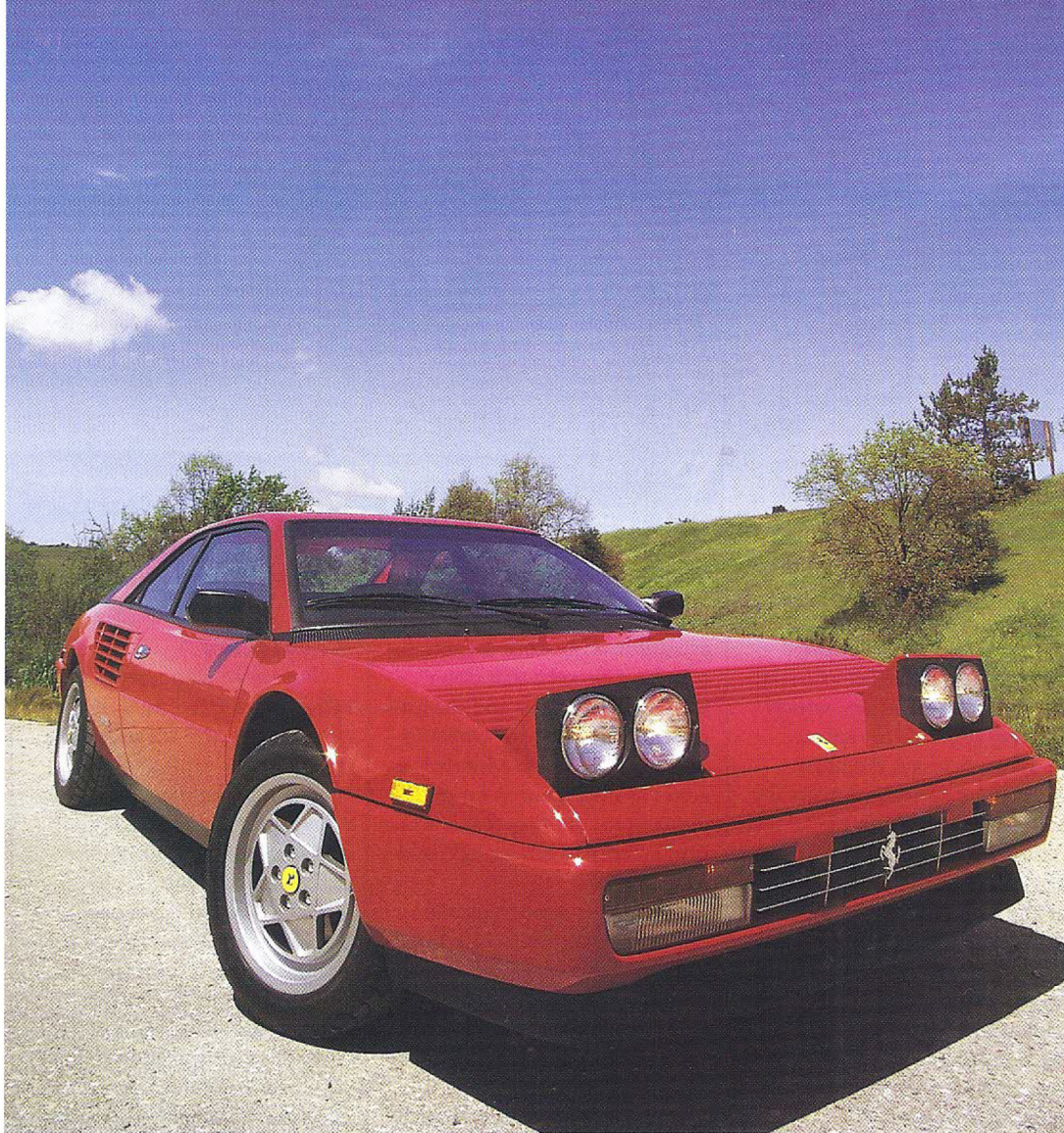
- good ownership history, with all tools and records
- servicing done on time
- good interior
- on t, updates done to 2.5 Motronic injection
- fuse box updated

RED FLAGS

- car looks worn, as if previous owner(s) didn't have pride of ownership
- incomplete service records and/or tools
- inoperative sunroof
- fuse box not updated/replaced
- on t, 2.5 Motronic not updated

SERVICE COSTS

- Routine repairs and fluid changes: \$500-1,000
- Major service every 15,000 miles, without cam belts: \$3,500-4,200
- Major service every 30,000 miles or 5-8 years, with cam belts: \$4,500-5,200
- Engine rebuild: \$4,500-6,000
- Transaxle rebuild: \$25,000-35,000
- Clutch replacement: \$12,000-20,000



haps one-half to a full turn more than I would have liked lock-to-lock, but it was more communicative than that of the earlier cars, making the 3.2 more rewarding to drive.

And be assured this is a "rewarding drive." The long wheelbase dishes out a compliant ride at any speed. Handling is superb, and the car feels very controllable as you pitch it into a turn. The steering and suspension give good feedback, with minor body roll coming to the fore only at prodigious speeds.

The engine is tractable and dishes out good thrills once the Mondial is up and rolling. Acceleration in first and second is decent but won't throw you back in the seat. The V8 and the exhaust, meanwhile, make an unrewarding high-pitched whistle rather than a wail.

But when you whack the lever into third and keep the

pedal planted to the metal, the elasticity of that never-ending pull will put a smile on your face. From 4,500 rpm on up, the 3.2 is all Ferrari, the surge above 6,500 being strongest. Shift into fourth, mash the throttle and the acceleration continues unabated.

The 3.2 is the definition of composure as you hit the triple digits, the chassis and suspension eating up road imperfections and undulations. The cabin's airiness and comfort only add to the deliciousness of the experience—Lawrence and I could chat at normal volumes even with the windows rolled down.

This Ferrari's on-the-move thrust, size, user-friendly controls and outstanding brakes make it perfect for commuting. As we headed back to Lawrence's establishment, the Mondial easily carved up San

Francisco Bay Area traffic, the impressive visibility a great asset. And to top everything off—dare I say it?—the practicality of the model came as a great surprise. The trunk easily accommodated my camera bag, tripod bag and reflectors.

I came away mightily impressed with the Mondial 3.2. Its stiff chassis, nimble manners and superior all-around packaging make this an entirely different and superior machine to its softer cabriolet counterpart. While it may seem strange to have the words "fun," "practical" and "Ferrari" in the same sentence, there is no better way to sum up this delightful car.

What to look for

The most important lesson about Mondial coupes is that they are *not* created equal. "Don't buy a two-valve,"

Lawrence says. "They have no horsepower, had electrical glitches galore, and the sunroofs don't work. In short, I hate them."

While *FORZA* technical consultant Tony Palladino isn't quite so forceful, his advice is basically the same. "The model was definitely prone to electrical problems, oil burning, low power, emissions faults," he says. "You know, the typical 308 two-valve injected stuff."

Forza Motorsports' Peter Sweeney isn't quite so harsh: "For someone who has to make a compromise, the Mondial 8 isn't so bad. It isn't that fast, but it handles quite well."

On the Mondial QV, Sweeney says, "The fuse box can be a problem," something *FORZA* market expert Tom Shaughnessy agrees with. "That problem is really applicable to all the cars, and you end up replacing the entire panel. And



up to the 3.2 in 1986, the biggest pain is the (metric standard) wheels and tires, which are very difficult to replace.”

Lawrence says the aforementioned sunroof remained a problem throughout the model’s life. He and Shaughnessy say to be careful of the t’s 2.5 Motronic injection and electrics. Shaughnessy’s comments are largely unprintable, so the diplomat Lawrence speaks for both, noting, “The ECUs conk out, and sometimes they have starting problems.”

None of our experts mentioned rust as a major concern, showing Ferrari’s efforts in coating the car’s panels paid off. However, the interior is not as durable, so pay attention to the leather and trim pieces.

What to pay

Our experts feel the market runs from approximately \$18,000 for a mediocre Mondial 8 to \$42,000 for an excellent Mondial t. Lawrence repeated his admonition to “avoid two-valves,” and values them from \$17,500 to “\$22-23,000 for an excellent example.” His figures are almost in line with those of our other experts; Sweeney feels an excellent two-valve could bring \$25,000.

The Mondial QV’s refinement and additional performance are reflected in its \$20,000 to \$28,500 prices. Lawrence says “\$20,000 would buy you one that needs some

attention, with worn carpets, rear deck electrics that don’t work, missing tools and incomplete service records.” Sweeney says that “colors on Mondials aren’t as important as on the two-seaters,” noting that a beautiful green/parchment QV sold for \$29,000.

The 3.2 is more dear, and our experts’ values average from just over \$25,000 to about \$35,000. Sweeney says the latter figure would buy “one with less than 15,000 miles, and all service records and tools.” Lawrence agrees, feeling it would be “a one-owner California car ‘with all the stuff.’”

Mondial t’s are difficult to find, given they were officially imported for just one year. Shaughnessy has one for sale at \$38,000: “It is a 26,000-mile car with a straight body that has been repainted and recently serviced.” While values could venture into the \$40,000 range, “That would be a 5,000-mile car that was just serviced,” Shaughnessy says. “It would be like finding the Holy Grail of Mondial coupes.”

More than one of our experts pointed out that the Mondial has quite a following, giving it a relatively active market. “It is a great value and a good car,” Sweeney summarizes. “I wish I had a couple in inventory, but I can’t find good cars to sell.” Which is perhaps your best caveat when looking—with lots of them out there, settle only for the best.

Summary

For those who need practicality in a Ferrari, look no further than the Mondial. It’s friendly, easy to use and fun when you want it to be. Get a mechanically tight example and it could be your daily driver, or only car. That it is also a blast to drive and delivers tremendous value for the money go a long way in explaining why it seems to have its own quiet cult of *tifosi*.

And while the Mondial’s subdued looks may not be to everyone’s taste, I certainly like them, particularly as they don’t shout. What’s more, this Ferrari is quite attractive in dark blues, silvers, grays and black as well as “resale red.”

So which is the pick of the litter? While Shaughnessy and Sweeney prefer the t for its superior performance, Palladino, Lawrence and the author are big fans of the 3.2, particularly those from 1988.

“That is the one I would drive home,” Palladino nicely summarizes. Find a tight example with a good service history and you very well may follow his advice.

Production numbers

The Mondial coupe was introduced in 1980, and remained in production through 1993. Seven-hundred-three Mondial 8s (s/ns 31075-41727) were built from 1980-82.

The Mondial QV was the most popular, with 1,145 (s/ns 41737-59131) made between

GOOD

- a lot of car for the money
- understated looks that don’t shout at passersby
- practicality defined: roomy with four seats, user-friendly, a true daily driving Ferrari
- has a quiet but active following in the Ferrari world
- fluid marketplace with lots of cars available
- bulletproof drivetrain

BAD

- the model in general is tainted by the 8’s lackadaisical performance, and the cabriolet’s “non-hardcore” image
- electrics, fuse boxes and sunroofs can be problematic
- t’s 2.5 Motronic injection is troublesome
- interior components not the most durable
- heavy steering on early cars
- metric tires and wheels difficult to replace on pre-3.2 models

GREY MARKET

A small number of European Mondial coupes were imported to America. Should you be interested in one and want to be sure it conforms to American requirements, the Department of Transportation’s Dick Merritt encourages you to speak with him at 202-366-5300; fax is 202-493-2266. Be sure to have the car’s five-digit chassis number available.

THE RARE ONES

There were no unusual, limited-production or one-off Mondial coupes made by Ferrari or Pininfarina.

1982 and 85. The 3.2 saw 987 (s/ns 59165-79552) made from 1985-89. The Mondial t coupe was only imported into America for one year, with approximately 40 making it to the U.S. Total production went from 1989-93 (s/ns 79596-97698), with 840 built. ●