

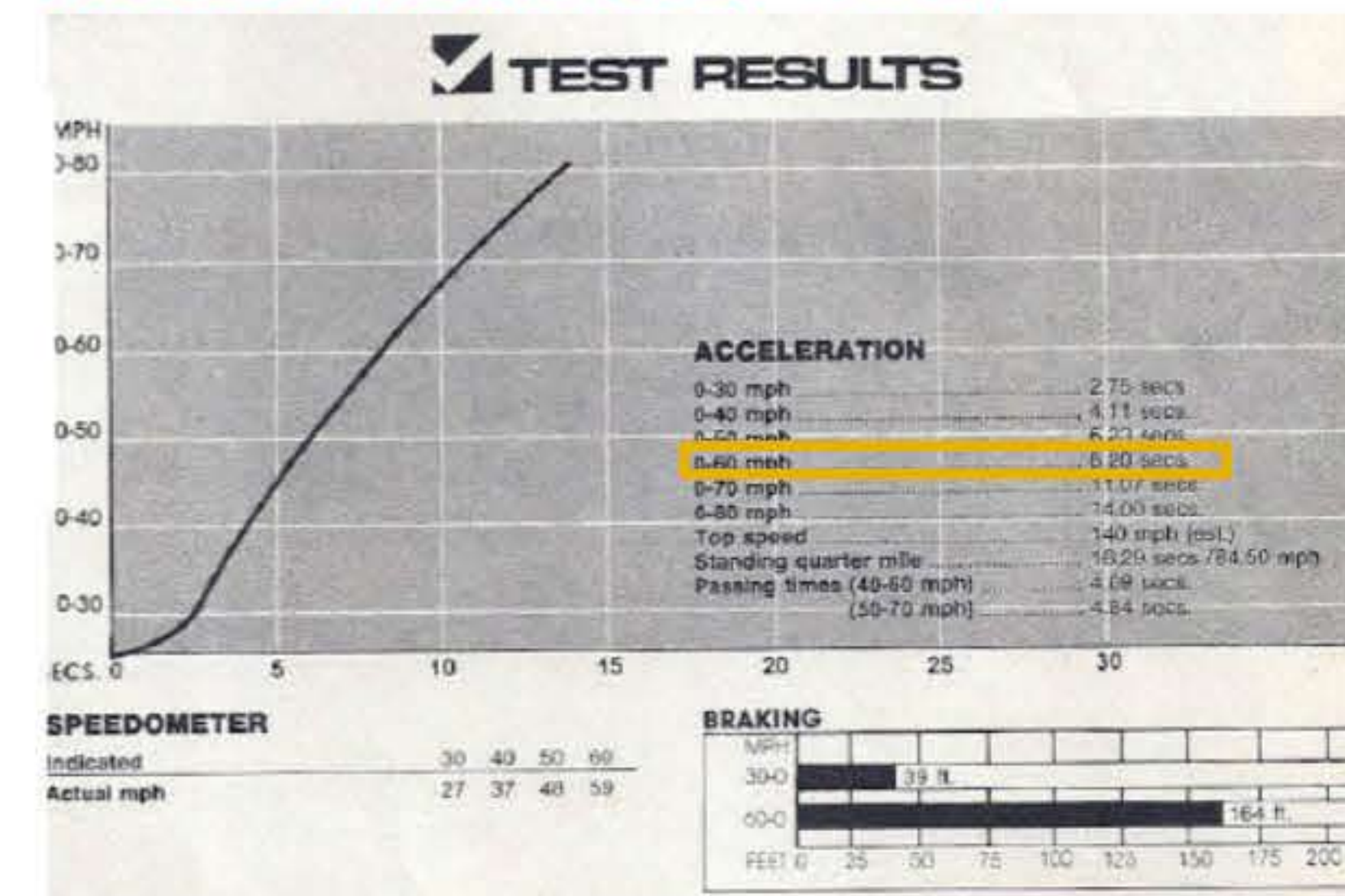
Mondial Road Test Results

Mondial (8) Coupe

Car and Driver November 1981

ACCELERATION		HANDLING	
Time to distance, sec.	Seconds	Roadholding, 200-ft dia slalom	G-force
0-30 mph	3.1	moderate	0.79 g
40 mph	4.5	moderate	minimal/moderate excessive
50 mph	5.3		
60 mph	6.7		
70 mph	8.0		
80 mph	9.3		
90 mph	10.7		
100 mph	12.0		
110 mph	13.3		
Top-gear passing time, 30-50 mph	13.1		
Standing 1/4-mile	16.9 sec @ 83 mph		
Top speed	148 mph		
BRAKING		INTERIOR SOUND LEVEL	
70-0 mph @ impending lockup	195 ft	Idle	71 dBA
Modulation	poor/fair/good/excellent	Full-throttle acceleration	94 dBA
Tack	none/moderate/heavy	70 mph cruising	77 dBA
Front/rear balance	poor/fair/good	70 mph coasting	75 dBA

MotorTrend Nov 1981



Wheels July 1982

performer. Sadly, a wet spell for the entire time we had the car in Sydney — witness our photographs — prevented us from taking the car out to the Castlereagh drag strip. However, we know enough about measuring performance by the seat of our pants to claim this Ferrari would be hard pressed to break 16.5 seconds for the standing 400 metres.

And that is giving the Mondial the benefit of the doubt as a time of 17 seconds would probably be closer to reality. Not that the engine is ever flat or

Car July 1981

Ferrari claim a 15.0sec standing 1/4 mile for the Mondial which seems around a second too fast to us. The top speed is claimed to be near-as-dammit to 150, though we'd be surprised whether you'd ever see much more than 140 in a standard-tune Mondial on open roads. The Mondial loses little, perhaps 0.3sec, on the GTB's 0-60mph time of 6.7sec because its second gear runs a little beyond 60, the GTB's wrung-out maximum. The Mondial would pass 100mph from standstill about 1.5 to 2.0sec behind the GTB — it

Autoweek Aug 1981

The engine has a flat torque curve, varying only about 15 percent in output over the range from around 2,200 to 7,000 RPM. Combined with the engine's excellent balance, the result is smooth, steady acceleration in any gear. With two people and luggage aboard, we clocked 0-60 MPH in just under 10 seconds. This doesn't compare well against the GTB's unloaded 8.1 seconds, but our Mondial was not yet broken in.

Road and Track Nov 1981

ROAD TEST RESULTS	
ACCELERATION	HANDLING
Time to distance, sec.	Lateral accel, 100-ft radius, g...0.812
0-100 ft.....3.5	Speed thru 700-ft slalom, mph.....na
0-500 ft.....9.3	
0-1320 ft (1/4 mi).....17.1	BRAKES
Speed at end of 1/4 mi, mph.....83.0	Minimum stopping distances, ft:
Time to speed, sec:	From 60 mph.....150
0-30 mph.....3.1	From 80 mph.....256
0-50 mph.....7.1	Control in panic stop.....excellent
0-60 mph.....9.4	Pedal effort for 0.5g stop, lb.....22
0-80 mph.....16.0	Fade: percent increase in pedal effort to maintain 0.5g deceleration in 6 stops from 60 mph.....nil
0-100 mph.....28.1	Parking: held 30% grade?.....na
SPEEDS IN GEARS	Overall brake rating.....excellent
5th gear (6800 rpm).....135	
4th (7700).....125	INTERIOR NOISE
3rd (7700).....91	Idle in neutral, dBA.....67
2nd (7700).....66	Maximum, 1st gear.....95
1st (7700).....41	Constant 30 mph.....72
FUEL ECONOMY	50 mph.....75
Normal driving, mpg.....13.0	70 mph.....77
Cruising range, mi (1-gal. res).....276	90 mph.....82

Motorsport Aug 1981

and matching rev. counter which is yellow-lined at 7,000 r.p.m., there's a choice of the Mondial's temperament to explore. Either you marvel at its flexibility, running down to as little as 20 m.p.h. in fifth with matching behaviour in the other ratios, or you get that rev. counter needle winging its way round the dial. That's the great thing about this engine, it simply revs. and revs. And it's quick, with 60 m.p.h. coming up in fractionally more than seven seconds and just over 10 seconds to 100 m.p.h., figures which may mean the Mondial is lagging marginally in the split-second contest to be the quickest super-car but by no means making it a sluggard. Fourth gear is good for 115 m.p.h., by which time you're ready for the slog up towards its claimed limit of 150 m.p.h. Judging by the way in which it started to run out of breath at around 125 m.p.h., we must agree with a rival magazine which suggests that a Mondial straight off the production line probably wouldn't be good for much more than 140 m.p.h. But, again, it's not always what things do in this world, it's the way that they do it!

Motor 1981

That's the figure that the American magazine Road and Track achieved when testing a US-spec Mondial; in turn, their measured 0-60 mph time of 9.4 sec and 0-100 mph time of 28.1 sec look way too slow — our car appeared capable of about 8.5 sec and 25 sec for the corresponding accelerations.

Road Test Jun 1981

Overall performance compared with a GTB is as you would expect. With 16 horsepower less than a carbureted two-seat 308 (power output is the same now for all injected three-liter V8s-Ed.) pulling a car that's nearly 300 pounds heavier, the Mondial is not quite the road burner the 308 GTB is. The Mondial I drove [privately owned] covered the one-quarter mile in a little over 15.25 seconds. Very acceptable these days. Naturally, the car available on your shores will be noticeably slower as mentioned previously.

Summary (fastest to slowest)

Publication	Version	0-60	1/4 Mile	Type/Notes
Road Test Jun 1981	Euro	n/a	~15.25	Reviewer 'clocked' 1/4 mile
Car Jul 1981	Euro	7.0	~16.0	Reviewer Estimate
Motorsport 1981	Euro	~7.1	n/a	Quote: 0-60 "Came in fractionally more than 7 seconds"
MotorTrend Nov 1981	US	8.2	16.2 @ 85 mph	Instrumented Road Test
Motor 1981	Euro	~8.5	n/a	Reviewer Estimate
Car and Driver Nov 1981	US	9.3	16.9 @ 83 mph	Instrumented Road Test
Road and Track Nov 1981	US	9.4	17.1 @ 83 mph	Instrumented Road Test
Autoweek	US	~9.9	n/a	'clocked' with 2 people + luggage
Wheels July 1982	Australian	n/a	~17.0	Reviewer Estimate