

# Ferrari 3.2 MONDIAL

Eight cylinders, 32 valves, 270bhp, a mid-mounted engine and four seats promise performance with relative practicality in Ferrari's Mondial. The promise is kept

## AT A GLANCE

### FOR

Exciting performance from charismatic V8; safe, enjoyable handling; good ride; roomy and practical for a mid-engined car; painstaking build quality

### AGAINST

Poor fuel economy; indifferent ventilation; noisy if you're not in the mood; rather expensive

PRICE	£48,102
MAX SPEED	148.5mph
0-60MPH	6.3sec
MPG OVERALL	15.9
TEST DISTANCE	582 miles

Two years ago we tested a Ferrari 328 GTB. We drooled over its sensuous looks; we eulogised its electrifying performance; we thrilled to the sabre-sharp handling; we soaked up its overflowing charisma. We loved that car, noisy, impractical and expensive though it was. But what if you need, sometimes, to carry more than just one passenger? Are you to be denied the pleasures of Ferrari's 3185cc 32-valve V8 with the searing scream that comes from the firing order dictated by a flat-plane crankshaft? Does it mean front-wheel drive saloon luxury, a detuned version of that V8 (with a 90deg crank and a more conventional burble) – in short, a Lancia Thema 8.32 for you?

Were it so, it would surely be no hardship. But fear not; bridging the gulf is Ferrari's own Mondial, whose mechanical make-up is practically a carbon copy of the 328's. It offers, possibly uniquely, four seats within a mid-engined configuration. Clothing a tubular chassis, the Mondial's crisp, heavily louvred, Pininfarina styling is unmistakably Ferrari (and disguises the long wheelbase well); but as a car to live with day to day it promises to be as practical as a Porsche.

The Mondial has been around since 1980, the year it replaced the Bertone-styled 308 GT4. Since then, the Mondial and the 308/328 GTB and GTS have jointly benefited from successive rounds of improvements, with *quattrovalvole* cylinder heads in 1982 and a hike to

the present engine capacity (from 2927cc) in 1986.

Not surprisingly, the Mondial is 11in longer than the 328, and nearly three inches wider too; it fits its extra seats within a 104.3in wheelbase compared with the 328's 92.5in. It is also more expensive, at a heady £48,102 compared with £44,199 for the 328 GTB. If you would prefer your Mondial in cabriolet guise, the outlay rises to £52,300. A Porsche 911, even with Sport Equipment, begins to look almost a bargain at £38,903 – and that car, also an occasional four-seater, is the Ferrari's greatest adversary.

## PERFORMANCE AND ECONOMY

The Mondial weighs 2.2cwt more than the 328 GTB, and has a greater frontal area. It's not surprising, then, that it is slightly less rapid. Nevertheless, the V8's 270bhp is sufficient to propel the Mondial's 28.3cwt to a Millbrook maximum of 148.5mph, exactly 10mph down on the speed we recorded for the GTB and fractionally past the 7000rpm power peak in fifth gear. Tyre scrub absorbs a good 5mph when a car laps the Millbrook bowl at this sort of speed so the Mondial is still, potentially, a true 150mph car. It will get there, furthermore, with an animal ferocity which is uniquely Ferrari. An awkward dog-leg gearlever movement adds valuable milliseconds to the up-change into second gear, but there's not too much wrong with a 6.3sec 0-60mph time (0.8sec slower than the GTB's). Nor, indeed, with the 15.8sec need-

ed to hit 100mph, or the paltry 5.7sec taken to touch the legal limit from 30mph. That is the measure of how quick the Mondial can be on the road.

You can take the engine up to the 7750rpm red line with ease, with only the moderating influence of the rev limiter to stop it heading beyond 7800rpm. Beginning as a humdrum hum overlaid with a four-cylinder Fiat-like whine at low revs, the excitement of the engine's mechanical song mounts as the revs rise. At 5000rpm the note has hardened and the power floods in; at 6000rpm it's a neck-tingling howl, beyond 7000rpm it screams encouragement. The whirrs and whines and the rustle of 32 reciprocating valves are all drowned in an aural explosion of potency. This is a wonderful engine.

And smooth with it. Firing intervals 180deg apart mean, in theory, that the engine shouldn't be as smooth as a V8 usually is, but the practice is different. The V8 spins like a turbine, with a throttle response as crisp as the best. It's flexible, too; the meek voice at low revs disguises a pick-up so muscular you can regularly hold a gear higher than you'd have thought possible. There's a meaty shove from less than 1000rpm, and no trace of temperament; in fourth gear, all the increments from 30-50mph through to 70-90mph are disposed of in around five seconds or less. It is here, more than in outright acceleration and speed, that this latest Mondial scores over the previous, smaller-engined version.

That the Mondial is a short-g geared car (20.9mph/1000rpm in fifth, 15.5mph/1000rpm in fourth) helps its tractability; while the 223lb ft torque peak doesn't appear until 5500rpm, the torque spread reaches far down and, with such a torrent of power at very high engine speeds, the gearing is exactly right for the engine.

What it needs is a gear-change to match its responsiveness. The slender chrome lever clacks through Ferrari's familiar open metal gate smoothly enough once the gearbox has warmed up (a double-declutch helps when the oil is cold), but it needs a firm hand to effect a fast change and a sympathetic ear to effect a clean one. Rapid motoring calls for fast gear-changes because the ratios are



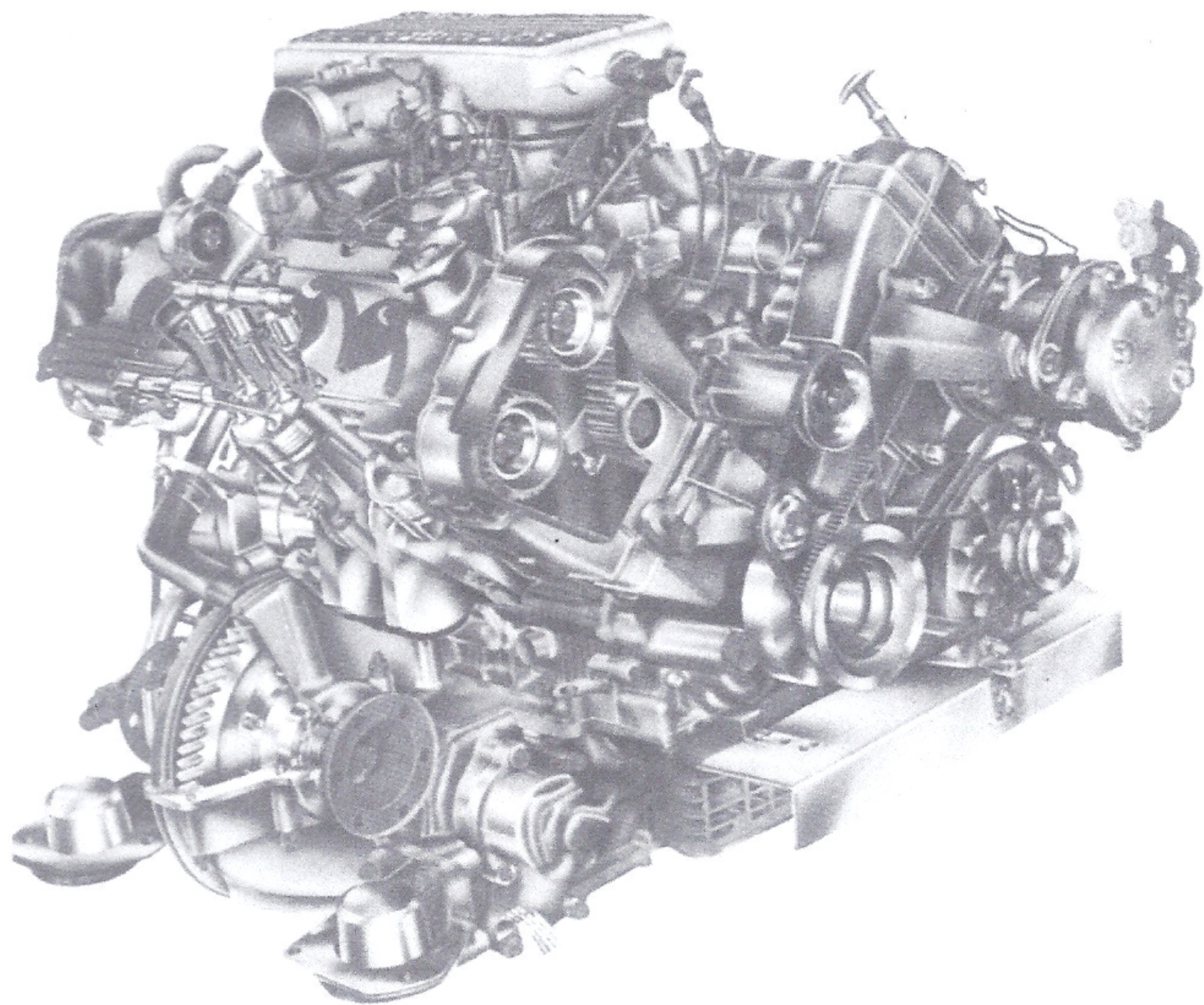


## THE WORKS

Heart of the Mondial is the all-aluminium 90deg V8, with 16 valves in each of its twin-cam cylinder heads. Its oversquare, 83 x 73.6mm bore/stroke dimensions — both increased over the first *quattrovalvole* — give it a swept volume of 3185cc. Ferrari remain faithful to Bosch mechanical fuel injection (K-Jetronic) but use a fully mapped Marelli Microplex ignition system.

The use of a flat-plane crankshaft is very unusual in a production V8, though it is common in racing engines. It allows simpler inlet and exhaust plumbing and hence greater power outputs, at the theoretical expense of some smoothness. To illustrate the point, the engine used in the Lancia Thema 8.32, basically similar apart from a crankshaft with 90deg firing interval, gives 215bhp and 209lb ft of torque compared with 270 and 223 respectively for the Ferrari.

Also unusual is the positioning of the transaxle behind the transverse engine, with drive taken to it via an idler wheel.



closely, if unevenly, spaced; first and second are rather close, and there's quite a gap between fourth and fifth. The clutch however is smooth, progressive and has good feel.

Short gearing and good fuel economy seldom mix, but even so 15.9mpg overall is a disappointment. A touring 21.0mpg offers a range of around 400 miles from one 19.1-gallon, tankful of four star.

## HANDLING AND RIDE

Naturally the Mondial follows regular Ferrari suspension practice, with coil-sprung double wishbones at each corner, anti-roll bars at each end and rack and pinion steering. With a slightly tail-heavy static weight distribution of 46 per cent front, 54 per cent rear, the Mondial

now uses larger tyres for the driven wheels: 240/55 VR 390 compared with 220/55 VR 390 for the front, with wider rims to suit.

The end result is a car which is probably the most forgiving of all mid-engined cars. The long wheelbase helps here, taming the responses away from the snap breakaway of some mid-engined machines (GTB included) and giving a driver-friendly

balance the pendulous 911 lacks.

First impressions are not promising. The Ferrari is taut, but its steering feels low-g geared (it is) and there's a lot of understeer if you enter a bend under gentle power. Even easing the throttle fails to quell it completely. Apply more power, though, or turn-in on a feathered throttle, and instead of the expected build-up of understeer the balance changes to neutrality, even at moderate speeds. Further power will push the tail out into gradual oversteer, easily modulated either with the throttle or by winding off a little steering lock.

Should the tail move out too far, or you are forced to lift off, you'll need to apply a measured amount of opposite lock before doing anything more with your right foot. The Ferrari will then flow obediently back on to its line with no drama. It's a safe, forgiving chassis which inspires great confidence; you can hold the Mondial in an oversteering slide in a way only the very brave would attempt in a 911, mindful that left to its own devices the Ferrari will naturally revert to stabilising understeer.

The steering, ideally weight-





# ROAD TEST

ed, precise and always informative of the road beneath the front tyres to the extent of kicking back slightly, becomes beautifully responsive when the Mondial is set up to quell the understeer. Yet it is this initial, artificial understeer which smacks of compromise, of making the mid-engined, highly potent Mondial safe in the hands of road drivers who may not be highly skilled. There is too much, and the contrast between it and the neutrality when going harder is too great. To get the best out of the Mondial, you have to work harder than you would in, say, a Lotus Excel or a Porsche 944 Turbo. Do that, though, and the rewards are great.

The Mondial's tautness is reflected in a firmly damped ride and low roll angles. High-speed body control is superb, and around town the Ferrari doesn't fidget. Even rear seat passengers approve. The brakes, too, are fine with a short travel, good feel and a progressive action, ABS, standard for the UK market, overcomes the criticism of the previous Mondial that it could lock its front wheels in the wet.

## INTERIOR

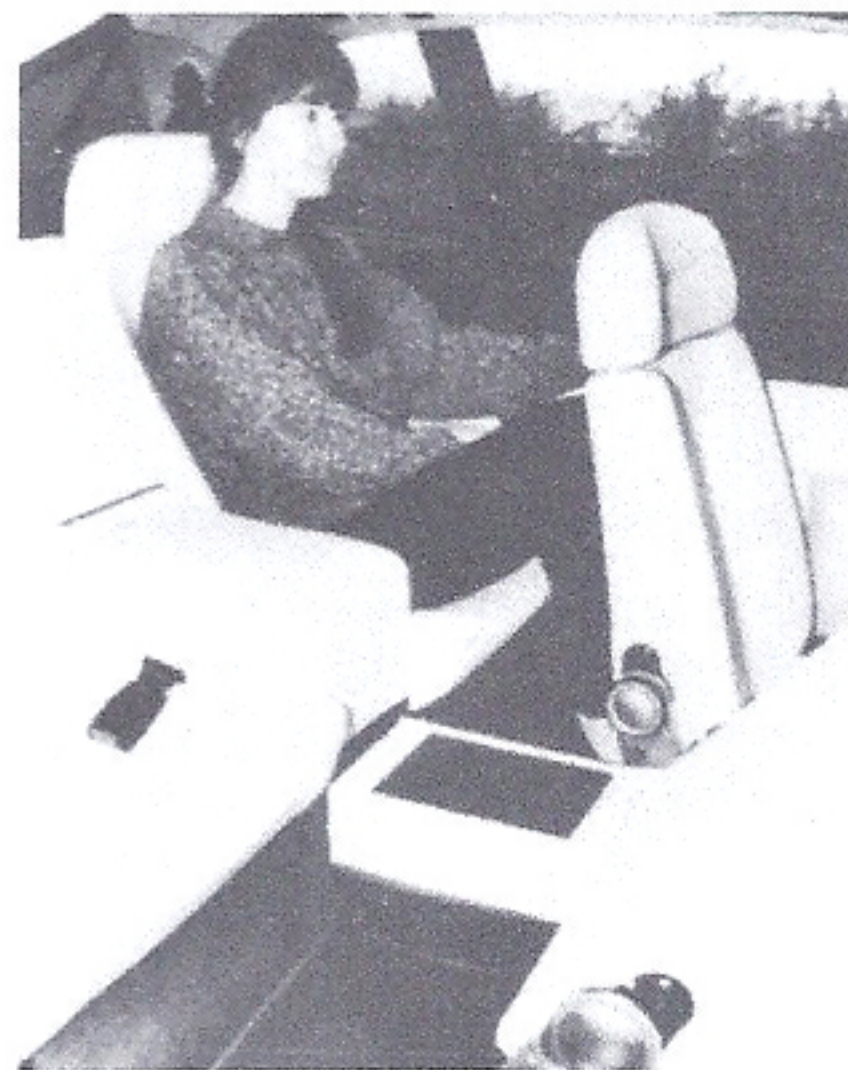
First impression inside the Mondial is of airiness. The pillars are slim, the scuttle is low, the view aft is unobstructed. There can be few mid-engined cars to compare with the Mondial here. The cabin is wide too, and with surprisingly good headroom the rear seats are habitable by compactly built adults for short distances provided they don't mind splaying their knees. They're fine for children.

The front seats, leather-trimmed like most of the interior, are firm but their slippery surface doesn't aid lateral support. The head restraints, moreover, are mounted too low. Seat adjustment, for runner position and backrest rake only, is achieved manually; the rival Porsche's adjustments are electric and include cushion height/tilt.

Pedals offset to the left make the driving position strange initially, but it proves comfortable in practice. Heel-to-toe gear-changes are straightforward and there's a rest for the left foot. Fine tuning is achieved with a steering wheel adjustable for reach and height. Invariably, though, testers found that the

tops of the instruments were obscured when the three-spoke leather-rimmed wheel was positioned to their preference. It seems that the instrument binnacle, well stocked with clear, bold red-on-black dials and an unusual 'detached' odometer/trip meter, would be better mounted a little lower.

Three Fiat-sourced stalks sprout from the steering column, and solenoid switches next to the wildly optimistic speedometer open the bonnet (full of spare wheel and reservoirs), engine lid (the engine is surprisingly accessible) and glassfibre boot lid (with usefully sized boot). Further switches between the front seats open the glovebox (only when the ignition is on!), the windows and control the air conditioning. This last item will not allow a cool face and warm feet at the same time.

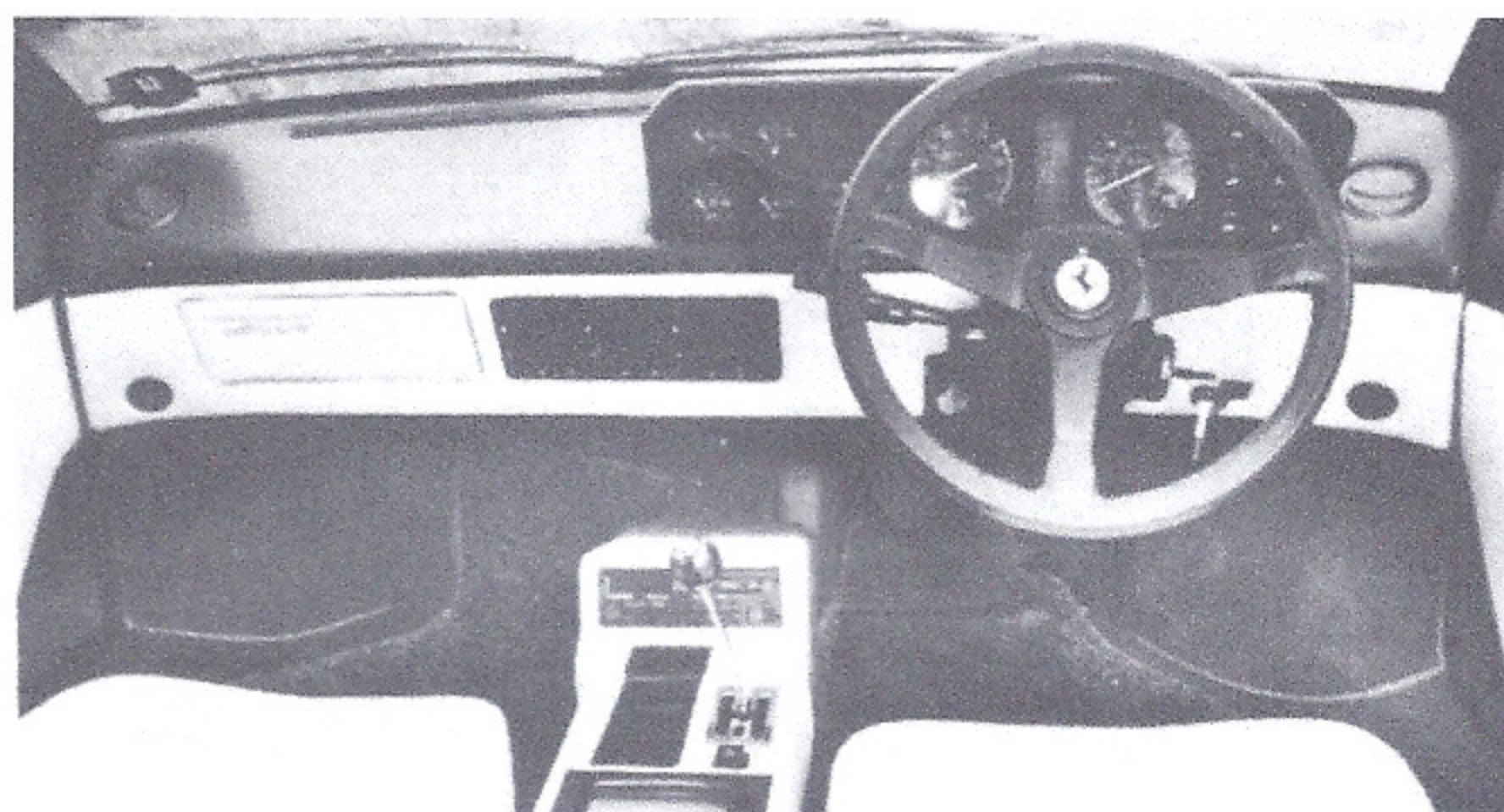


*What makes the Mondial special... a mid-engined configuration with enough passenger space for adults in the rear compartment. Cream leather upholstery is beautifully presented*

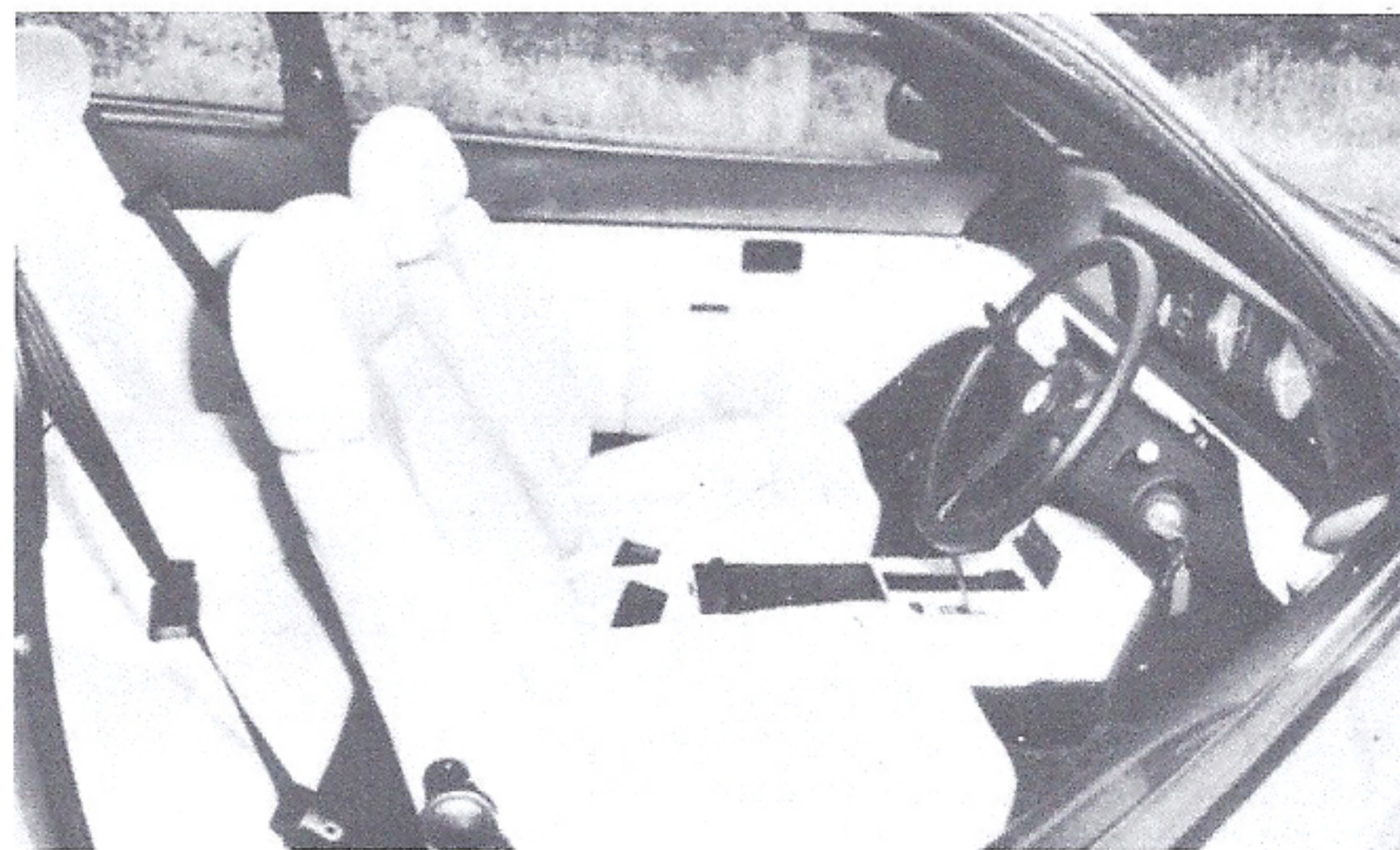
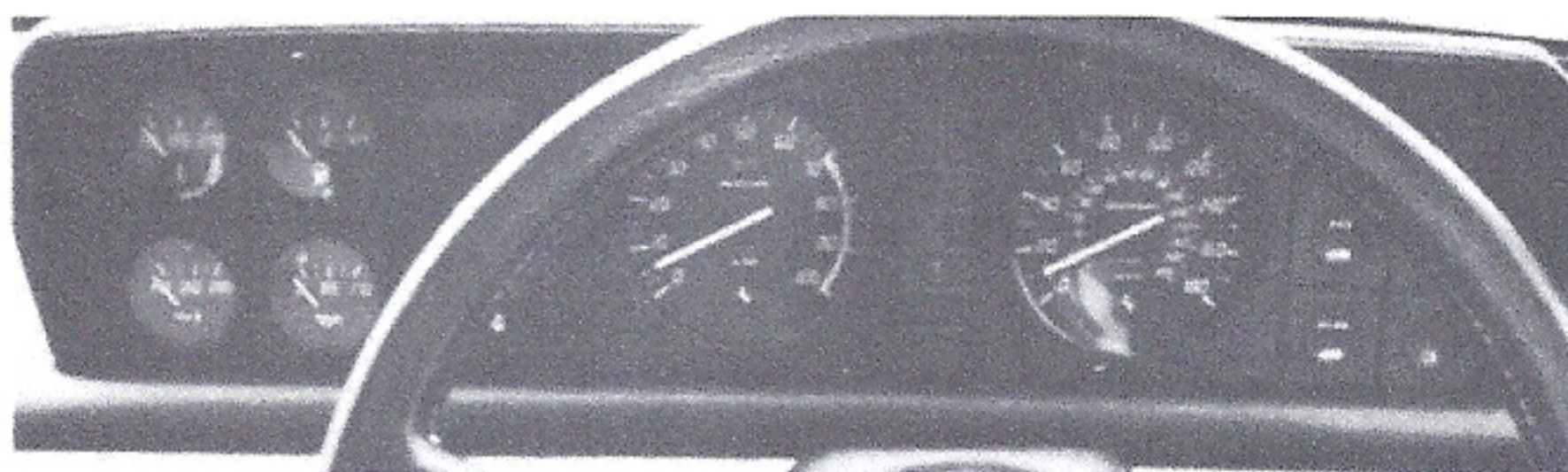
The test car's gearbox developed a loud whine during our maximum speed run, exactly as happened with our test GTB. Oil surge on the banking appears to be the cause. Consequently we couldn't record the cabin noise levels. However, it doesn't take a noise meter to tell you that the Mondial's cabin is a pretty noisy place. The engine's whirrings are ever-present, though ultimately drowned by the more stirring sounds we've described. Wind noise, road roar and suspension thump can't compete; coasting in neutral shows that all are well muted anyway.

## FINISH

There's no doubt about it: the Ferrari is beautifully made. Our test car's red paint was practically flawless, and such little unevenness in the cream leather upholstery as there was actu-



*Low scuttle and slim pillars help give the Mondial a light and airy look. Steering wheel is adjustable for reach and height*



ally added to the bespoke look. The only black mark was that the lining to the first-aid kit cover flap, between the rear seats, had become unglued. The overall feel of the interior blends Ferrari sportiveness with luxury very effectively; it's opulent, but understated.

Outside, body-colour bumpers make for a tidier appearance than in earlier Mondials, while those torpedo-shaped etched chrome door handles are, of course, a typically Pininfarina touch.

## EQUIPMENT

Central locking (from either door), a Blaupunkt stereo, electrically adjustable mirrors, air conditioning and tinted glass are standard, plus of course the ABS braking and the leather interior already mentioned. It's enough for a car like this; trip

computers and cruise controls have no place in a Ferrari. You buy a car like this because it wears the Prancing Horse, not because of the toys thrown in. Extra leather and an electric sunroof are items for the options list.

## COSTS

Who can tell? Maintaining a Ferrari will never be cheap, and regular servicing is vital. Just remember that 32 valves add up to a lot of tappet clearances to adjust.

Nor is the Mondial notably economical on fuel; arguably, if you can afford to buy it, you can afford to fuel it. Depreciation is hard to predict, as shown by the way early Dinos and late GT4s have shot up in value alike. Look after your Mondial, and it will repay you handsomely in years to come.



## THE VERDICT

Of course the Mondial, like all supercars, is impossible to justify objectively, but not everyone buys a car on that basis. Yes, a Ford Sierra Cosworth does most of what a Mondial can do at under half the cost, but that misses the point completely. With a Ferrari, you're buying the sound, the look, the reputation, the name, a piece of fine engineering, the sheer driving excitement the car offers.

So our ratings chart has to be looked at in the context of the Ferrari being an inherently expensive, hand-built, mid-engined supercar. Given what it is, the accommodation is brilliant. Nevertheless, people are most likely to buy the Mondial because of the extra space.

Is the Mondial better than a Porsche 911? In some ways, yes; it's more forgiving to drive both slowly and fast, and it has more luggage room. A 911 is quicker, cheaper and will probably cost less to maintain. Both are entirely practical for day-to-day use, and in this the Mondial is rare among Ferraris.

That it can even come down to a rational choice proves one point, though: in the Mondial, Ferrari have made a car for the real world. **M**

	RATING									
Performance	■	■	■	■	■	■	■	■	■	■
Economy	■	■	■	■	■	■	■	■	■	■
Transmission	■	■	■	■	■	■	■	■	■	■
Handling	■	■	■	■	■	■	■	■	■	■
Brakes	■	■	■	■	■	■	■	■	■	■
Ride comfort	■	■	■	■	■	■	■	■	■	■
Accommodation	■	■	■	■	■	■	■	■	■	■
Boot/storage	■	■	■	■	■	■	■	■	■	■
At the wheel	■	■	■	■	■	■	■	■	■	■
Visibility	■	■	■	■	■	■	■	■	■	■
Instruments	■	■	■	■	■	■	■	■	■	■
Heating	■	■	■	■	■	■	■	■	■	■
Ventilation	■	■	■	■	■	■	■	■	■	■
Noise	■	■	■	■	■	■	■	■	■	■
Finish	■	■	■	■	■	■	■	■	■	■
Equipment	■	■	■	■	■	■	■	■	■	■

### MOTOR'S RATING

■	■	■	■	■	■	■	■	■	■	■
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### VALUE RATING

■	■	■	■	■	■	■	■	■	■	■
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## MAKE AND MODEL

**Ferrari 3.2 Mondial**

MADE BY: Ferrari S.E.F.A.C.

AT: Maranello, near Modena, Italy

SOLD IN THE UK BY: Maranello Sales Ltd, Egham Bypass (A30), Egham, Surrey TW20 0AX

TEL: 0784 36431

NUMBER OF DEALERS: 16

## PRICE

TOTAL PRICE: £48,102

EXTRAS FITTED TO TEST CAR: Electric sunroof £1127, Leather dashboard £810

OTHER OPTIONS: Leather headlining and rear window surround £573

PRICE AS TESTED: £50,039

## STANDARD EQUIPMENT

Seat back map pockets	
Map reading light	■
Boot light	■
Central door locking	■
Remote boot/hatch release	■
Remote fuel flap release	■
Remote control door locking	
Electric mirror adjustment	■
Heated mirrors	
Intermittent wipe (variable)	■
Programmed wash/wipe	
Headlamp wash/wipe	
Internal headlamp levelling	
Driving lamps	
Fog lamps	■
Radio/cassette player	■
Electric aerial	■
Electric sunroof	□
Illuminated vanity mirror	
Seat height adjustment (driver)	
Seat tilt adjustment (driver)	
Adjustable upper seatbelt mounting	
Adjustable steering column	■
Rear seat head restraints	
Rear centre armrest	■
Anti-lock braking system	■
Rear compartment heating	
Tinted glass	■
Air conditioning	■
Power assisted steering	
Self levelling suspension	
Cruise control	
Limited slip differential	■
Leather trim	■
□ Options	

## COSTS AND SERVICE

Insurance group	9
Major service interval, miles	12,500
Intermediate service, miles	6250
Oil change, miles	—
Set brake pads (front) £	51.44
Complete clutch £	244.89
Complete exhaust £	634.11
Front wing panel £	317.30
Oil filter £	9.82
Starter motor £	393.61
Windscreen £	411.52
Tyre £*	156.58†
Total service time, hrs up to 50,000 miles	N/A
Time to change clutch, hrs	3.5
*Discounted price †rear; front £123.73	

## PERFORMANCE

### WEATHER CONDITIONS

Wind	4mph
Temperature	58degF/14degC
Barometer	29.9in Hg/1013mbar
Surface	Dry tarmacadam

### MAXIMUM SPEEDS

Banked circuit	mph	kph
(5th gear)	148.5	238.9
Terminal speeds:		
at 1/4 mile	97.4	156.7
at kilometre	122.5	197.1
Speeds in gears (at 7750rpm):		
1st	43	70
2nd	63	101
3rd	88	142
4th	120	193

### ACCELERATION FROM REST

mph	sec	kph	sec
0-30	2.5	0-40	2.0
0-40	3.4	0-60	3.2
0-50	5.0	0-80	5.0
0-60	6.3	0-100	6.8
0-70	8.2	0-120	9.0
0-80	10.0	0-140	11.8
0-90	11.9	0-160	15.6
0-100	15.8	0-180	20.3
0-110	19.2	0-200	27.8
0-120	23.9		
Stand'g 1/4	14.8	Stand'g km	26.7

### ACCELERATION IN TOP

mph	sec	kph	sec
20-40	8.0	40-60	5.0
30-50	7.6	60-80	4.7
40-60	7.1	80-100	4.5
50-70	7.2	100-120	4.6
60-80	7.7	120-140	5.2
70-90	8.3	140-160	5.9
80-100	9.3		

### ACCELERATION IN 4TH

mph	sec	kph	sec
20-40	5.4	40-60	3.3
30-50	5.0	60-80	3.0

40-60	4.8	80-100	3.0
50-70	4.8	100-120	3.0
60-80	4.9	120-140	3.3
70-90	5.1	140-160	3.3
80-100	5.3	160-180	4.6
90-110	6.3		
100-120	8.7		

### FUEL CONSUMPTION

Overall	15.9mpg
Touring*	21.0mpg
Govt tests	13.6mpg (urban)
	31.4mpg (56mph)
	25.2mpg (75mph)
Fuel grade	97 octane
	4 star rating
Tank capacity	19.1gal
	87 litres
Max range*	401 miles
Test distance	582 miles
*Based on official fuel economy figures - 50 per cent of urban cycle, plus 25 per cent of each of 56/75mph consumptions.	

### STEERING

Turning circle	41ft 7in 12.7m
Lock to lock	3.4 turns

### NOISE

Not measured (see text)

### SPEEDOMETER (MPH)

True mph	30	40	50	60	70	80	90	100
Speedo	36	46	56	67	79	90	101	111
Distance recorder:	1.6 per cent fast							

### WEIGHT

	cwt	kg
Unladen weight*	28.3	1438
Weight as tested	32.5	1653
*No fuel		

Performance tests carried out at 2054 miles by Motor's staff at the Millbrook proving ground, near Amptill.

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## SPECIFICATION

### ENGINE

Cylinders	V8
Capacity	3185cc
Bore/stroke	83/73.6mm
Max power	270bhp (199kW) at 7000rpm (DIN)
Max torque	223lb ft (304Nm) at 5500rpm (DIN)
Block	Aluminium alloy
Heads	Aluminium alloy
Valve gear	Dohc per bank, toothed belt drive, bucket tappets, four valves per cyl
Compression	9.8:1
Fuel system	Bosch K-Jetronic fuel injection
Ignition	Marelli Microplex
Main bearings	Five

### TRANSMISSION

Layout	Transverse mid-engine, rear-wheel drive
Type	Five-speed, manual, limited-slip differential
Internal ratios and mph/1000rpm	
Top	0.92/20.9
4th	1.24/15.5
3rd	1.69/11.4
2nd	2.35/8.1
1st	3.42/5.6
Rev	3.25
Final drive	3.82:1

### AERODYNAMICS

Cd N/A\*

### SUSPENSION

Front Double wishbones,

Rear coil springs, anti-roll bar  
Double wishbones, coil springs, anti-roll bar

### STEERING

Type Rack and pinion  
Assistance No

### BRAKES

Front Vent'd discs 11.4in dia  
Rear Vent'd discs 11.8in dia  
Servo Hydraulic pump  
Circuit Split front/rear, ABS  
Handbrake On rear wheels

### WHEELS/TYRES

Type Alloy, 165 TR x 390mm dia front, 180 TR x 390mm dia rear  
Tyres Michelin TRX, 220/55 VR 390 front, 240/55 VR 390 rear  
Pressures F/R (all conditions) 34/34psi 2.4/2.4bar

### GUARANTEE

Duration 12 months, unlimited mileage  
Rust warranty Coupon plus annual checks

### MAINTENANCE

Major service 12,500 miles  
Intermediate 6250 miles

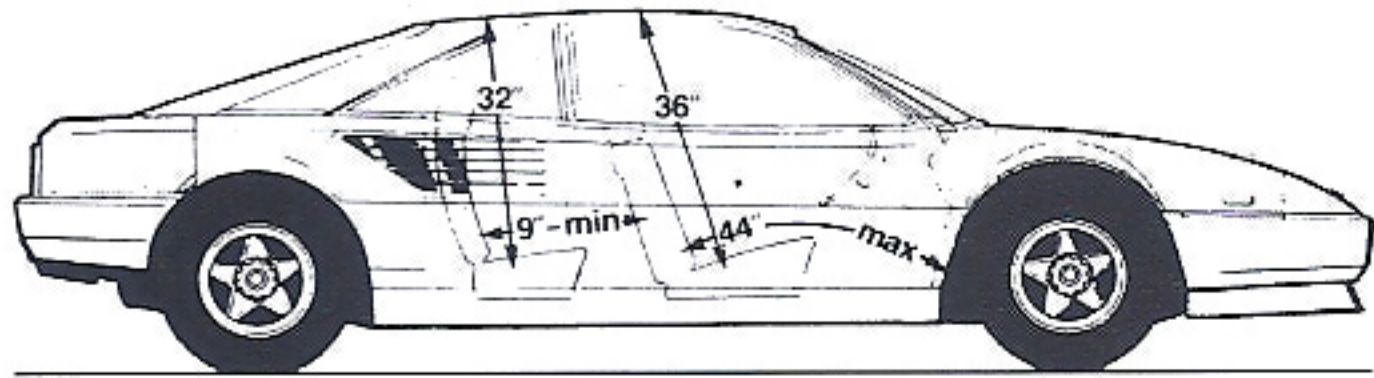


# THE RIVALS

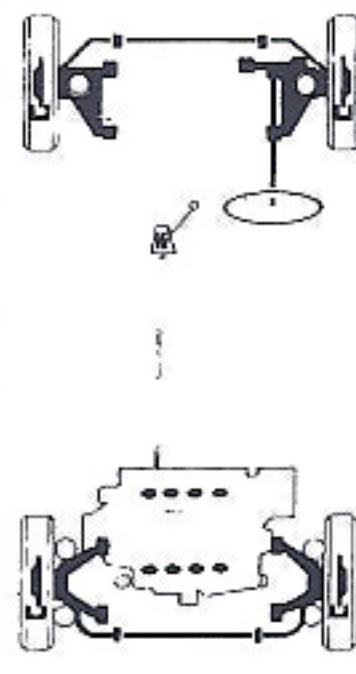
Others include the Aston Martin V8 (£69,500), Audi Quattro (£30,199), Lotus Esprit Turbo (£29,950) and Renault GTA Turbo (£26,990)

## FERRARI 3.2 MONDIAL

£48,102



54% Length 4.58m (180.3") Width 1.79m (70.5") Front track 1.52m (59.8")  
Wheelbase 2.65m (104.3") Height 1.26m (49.5") Rear track 1.49m (58.8")

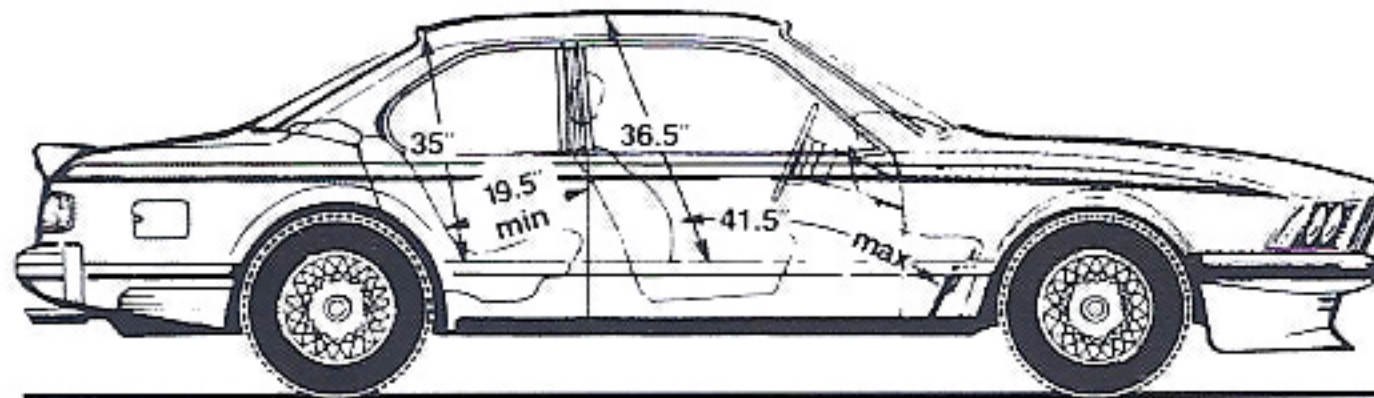


Capacity, cc	3185
Power bhp/rpm	270/7000
Torque lb ft/rpm	223/5500
Max speed, mph	148.5
0-60 mph, sec	6.3
30-50 mph in 4th, sec	5.0
30-70 mph through gears	5.7
mph/1000 rpm	20.9
Overall mpg	15.9
Touring mpg	21.0
Weight cwt	28.3
Boot capacity, ft <sup>3</sup>	N/A
Drag coefficient, Cd	N/A

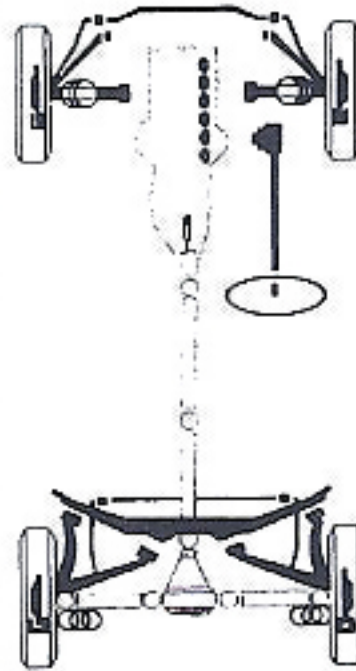
Ferrari's token four-seater shares the super-smooth wailing 32-valve V8 that powers the 328 GTB, and while greater weight blunts performance the Mondial is still a very quick car. Economy is poor, but handling is well balanced for hard driving, the brakes are excellent and the ride supple. The most practical of mid-engined supercars, very noisy but beautifully made. A Ferrari you can live with day to day.

## BMW M635 CSI

£45,780



43% Length 4.75m (187") Width 1.73m (68") Front track 1.42m (56")  
Wheelbase 2.62m (103") Height 1.37m (54") Rear track 1.46m (57.5")

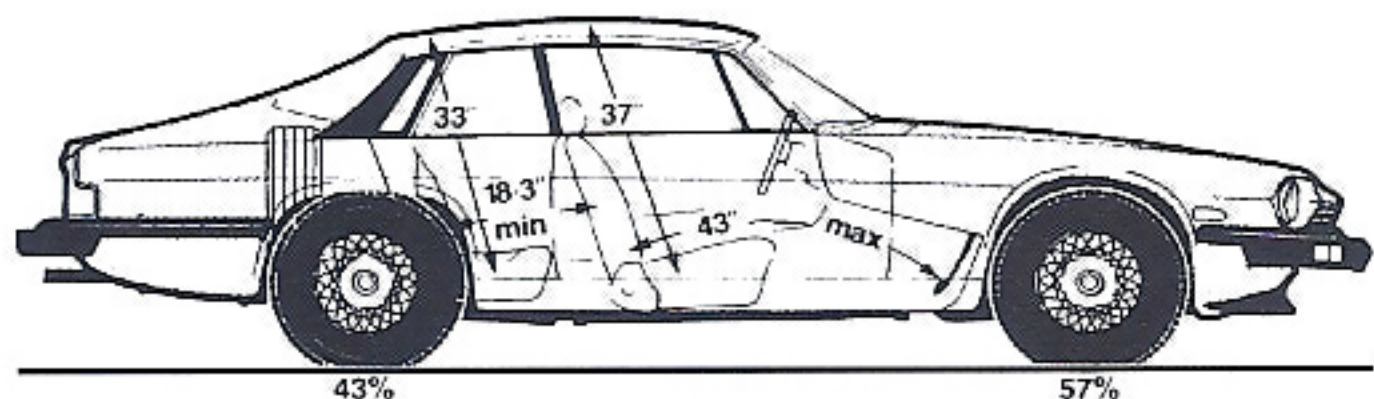


Capacity, cc	3453
Power bhp/rpm	286/6500
Torque lb ft/rpm	251/4500
Max speed, mph	149.7
0-60 mph, sec	6.3
30-50 mph in 4th, sec	6.7
30-70 mph through gears	5.4
mph/1000 rpm	23.8
Overall mpg	16.9
Touring mpg	24.0
Weight cwt	29.6
Boot capacity, ft <sup>3</sup>	12.3
Drag coefficient, Cd	n/a

Fastest BMW available in the UK takes the decade-old 6-Series firmly into supercar territory and more than holds its own. Fabulous 24-valve six delivers lusty performance with good refinement but is very thirsty. Handling is both enjoyable and forgiving, ride firm but well-controlled. Interior is too ordinary for the price but build and finish are first class. Generally well equipped but air conditioning is extra.

## JAGUAR XJ-S 3.6

£24,700



43% Length 4.87m (191.8") Width 1.79m (70.5") Front track 1.49m (58.5")  
Wheelbase 2.59m (102") Height 1.26m (49.8") Rear track 1.47m (58")

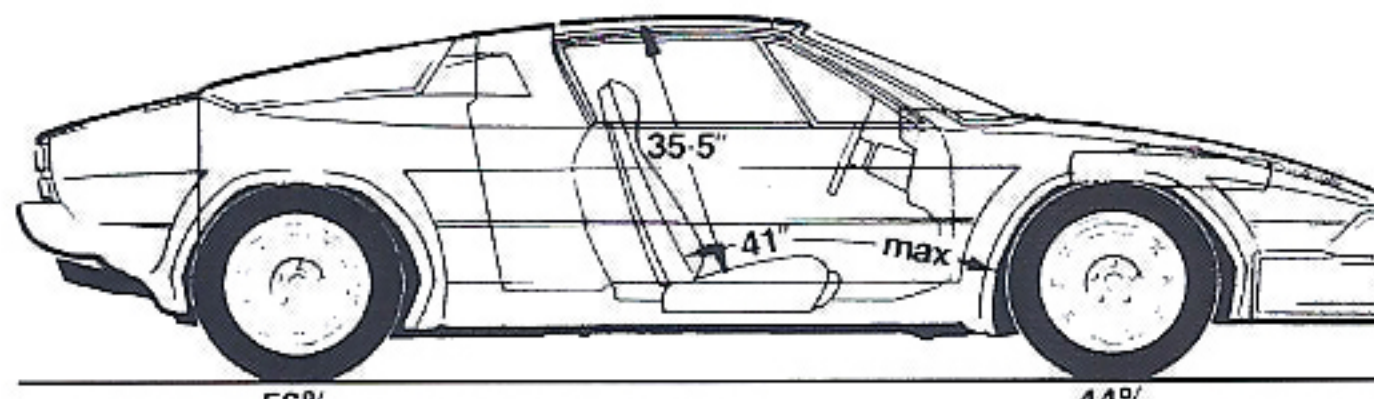


Capacity, cc	3590
Power bhp/rpm	225/5300
Torque lb ft/rpm	240/4000
Max speed, mph	136.8
0-60 mph, sec	7.2
30-50 mph in 4th, sec	6.9
30-70 mph through gears	7.0
mph/1000 rpm	28.9
Overall mpg	18.9
Touring mpg	24.2
Weight cwt	32.5
Boot capacity, ft <sup>3</sup>	10.9
Drag coefficient, Cd	0.40

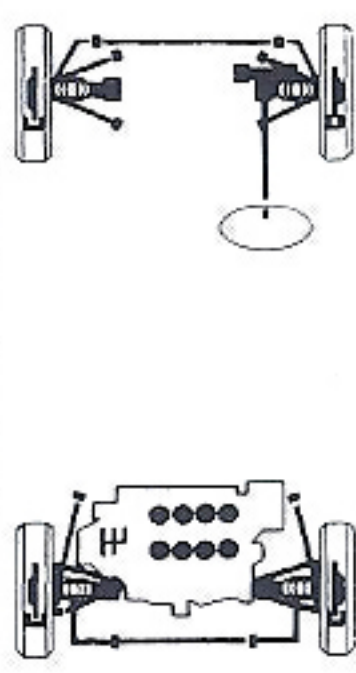
Jaguar's smaller-engined six-cylinder XJ-S excels in most areas. Its 3.6-litre AJ6 engine is now superb, having benefited from development of the unit for its application in the new XJ6. The rest is good news, too: a positive gearchange, a beautifully balanced chassis with good grip and a superb ride, fine finish and appointments. New Sport suspension pack gives tauter responses. Still a desirable, if indulgent, 2+2.

## LAMBORGHINI JALPA

£43,656



56% Length 4.22m (166") Width 1.65m (65") Front track 1.54m (60.5")  
Wheelbase 2.45m (96.5") Height 1.12m (44") Rear track 1.48m (58.5")

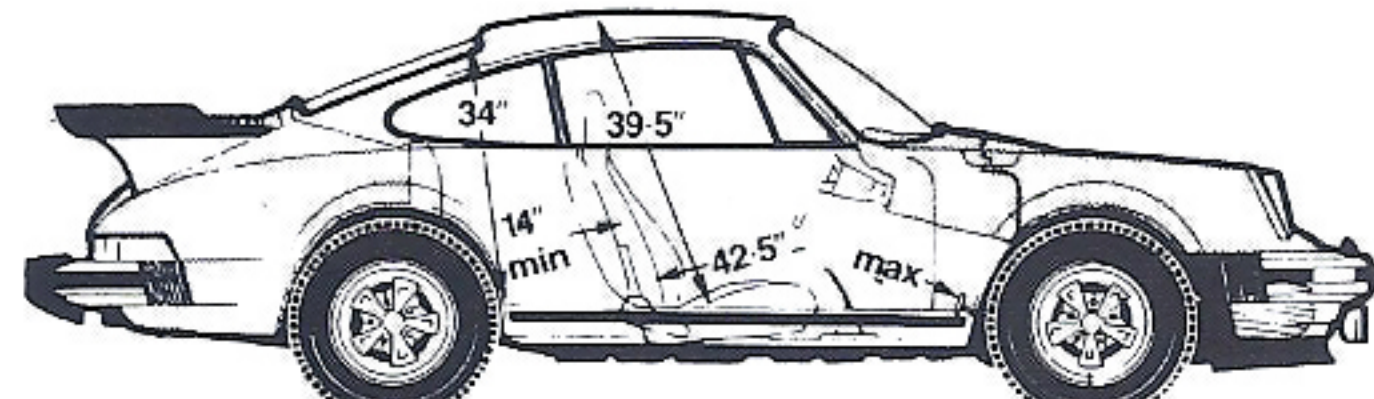


Capacity, cc	3485
Power bhp/rpm	250/7000
Torque lb ft/rpm	235/3250
Max speed, mph	147.6
0-60 mph, sec	5.8
30-50 mph in 4th, sec	4.3
30-70 mph through gears	5.5
mph/1000 rpm	20.4
Overall mpg	15.6
Touring mpg	17.6
Weight cwt	26.6
Boot capacity, ft <sup>3</sup>	n/a
Drag coefficient, Cd	n/a

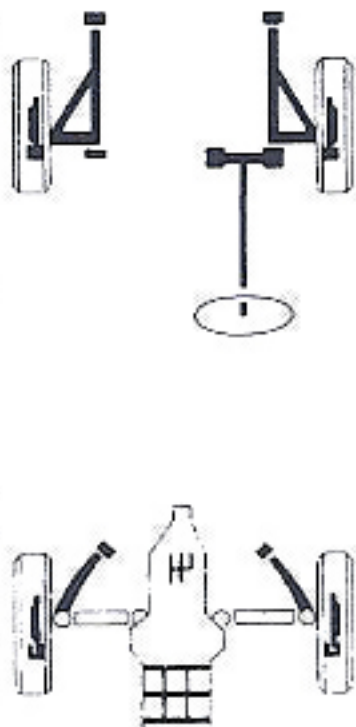
'Baby' of the two-car Lamborghini range, the targa-top Jalpa's ancestry runs back to the mid-engined Uracco of the early '70s. Magnificently vocal quad-cam V8 delivers fine performance with massive mid-range punch, though economy is mediocre by today's standards. Very safe and ultimately forgiving handling married to reasonable ride. Fabulous brakes. He-man gearchange and poor visibility not so appealing.

## PORSCHE 911 SE

£38,903



65% Length 4.29m (169") Width 1.77m (69.8") Front track 1.50m (59")  
Wheelbase 2.27m (89.5") Height 1.32m (52") Rear track 1.43m (56.3")

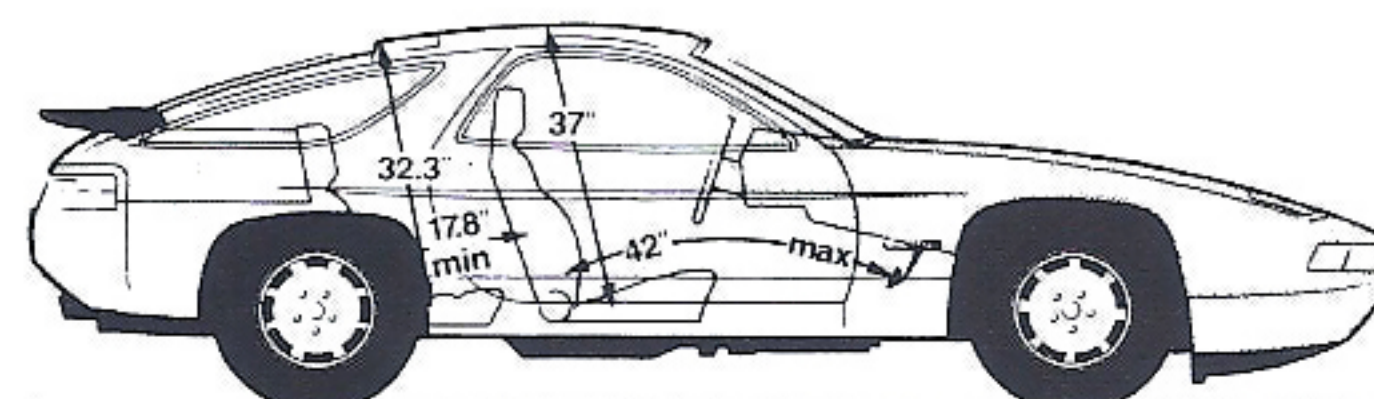


Capacity, cc	3164
Power bhp/rpm	231/5900
Torque lb ft/rpm	209/4800
Max speed, mph	151.1
0-60 mph, sec	5.3
30-50 mph in 4th, sec	5.6
30-70 mph through gears	5.3
mph/1000 rpm	24.3
Overall mpg	21.1
Touring mpg	28.6
Weight cwt	23.0
Boot capacity, ft <sup>3</sup>	9.9
Drag coefficient, Cd	0.38

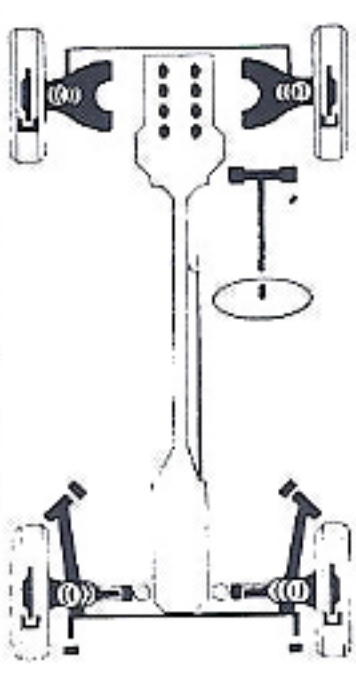
Little changed for the past couple of years but still at the top of the junior supercar acceleration league table, the 911 Carrera is also remarkably economical for its stunning performance. Still a great driving machine, with rewarding handling (though tricky on the limit), potent brakes, superb ratios, good driving position and turbine-smooth engine. Gearchange improved, but remaining flaws include hard ride and poor heating/ventilation.

## PORSCHE 928 S4

£54,826



47% Length 4.44m (175") Width 1.84m (72.3") Front track 1.55m (61")  
Wheelbase 2.50m (98.5") Height 1.31m (51.8") Rear track 1.53m (60.3")



Capacity, cc	4957
Power bhp/rpm	320/6000
Torque lb ft/rpm	317/3000
Max speed, mph	158.7
0-60 mph, sec	6.4
30-50 mph in kickdown, sec	2.2
30-70 mph through gears	5.4
mph/1000 rpm	28.0
Overall mpg	17.4
Touring mpg	22.6
Weight cwt	30.9
Boot capacity, ft <sup>3</sup>	7.4
Drag coefficient, Cd	0.34 to 0.352

Latest version of the flagship front-engined Porsche has 32 valves and a full five litres increased power and a more slippery body make for even greater performance combined with surprising economy, though standard-fit automatic transmission blunts the sporting edge. Handling is sharp and fluid but body control is imperfect and low speed ride is harsh. Interior is opulently functional and the S4 is beautifully made, but pricey.