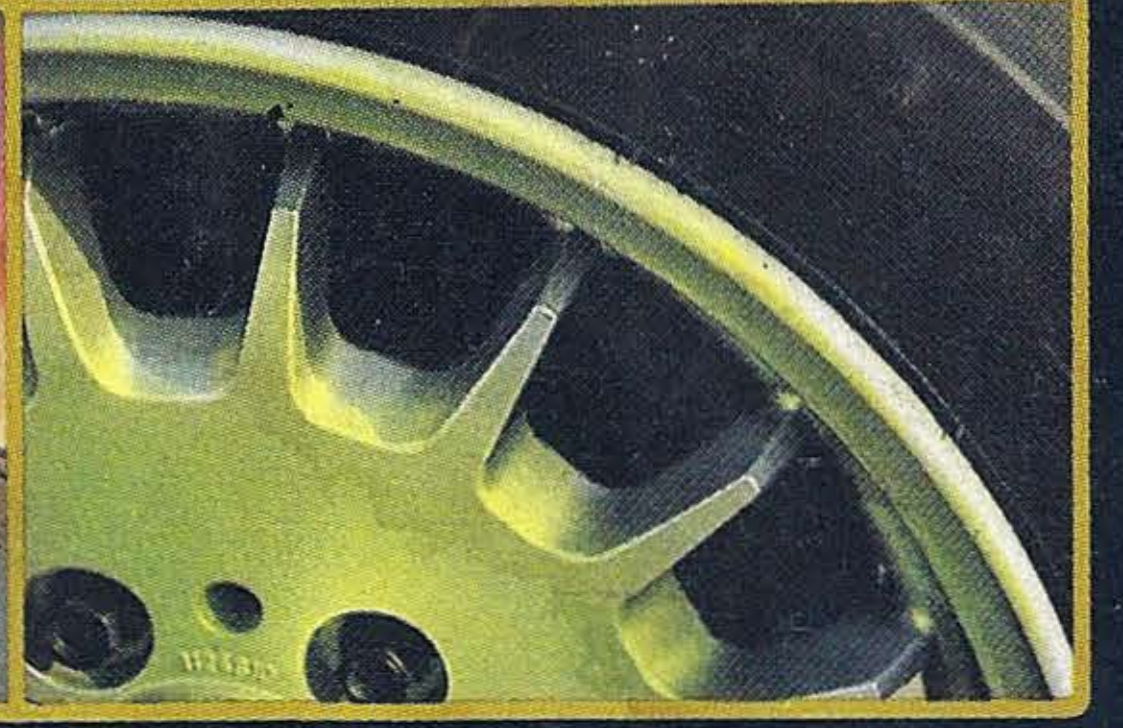
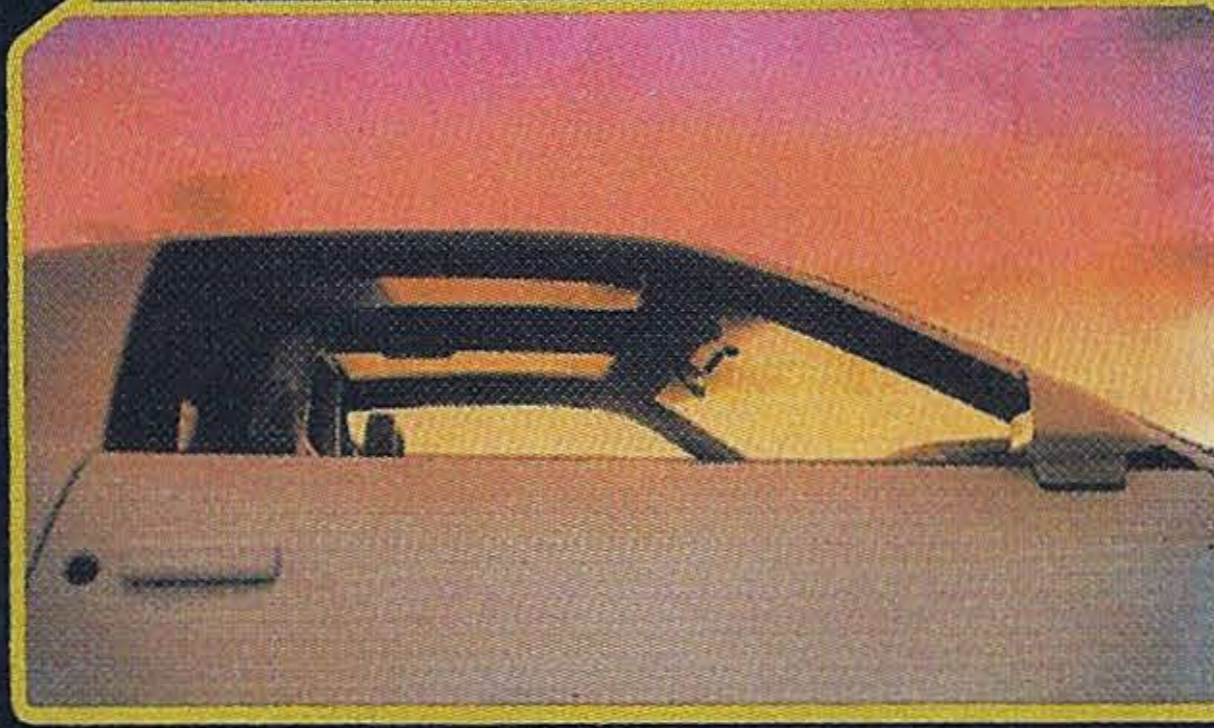
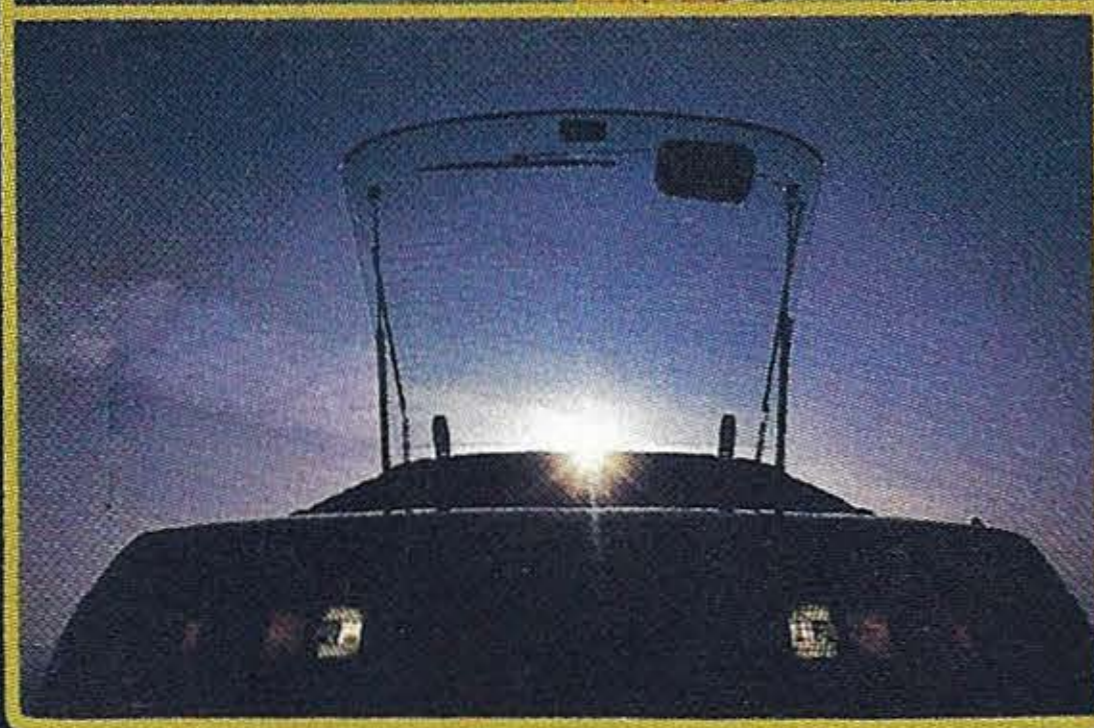
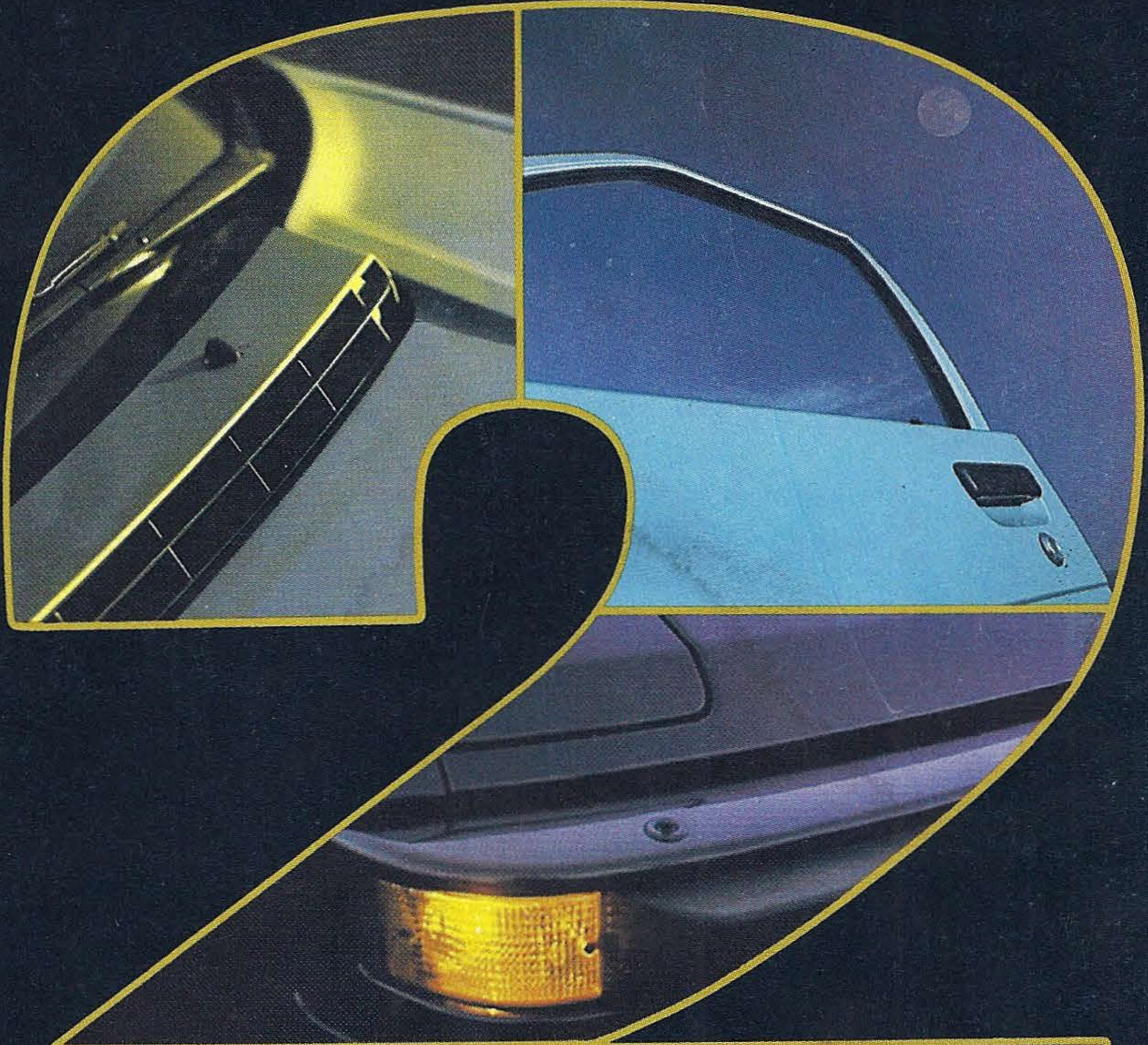


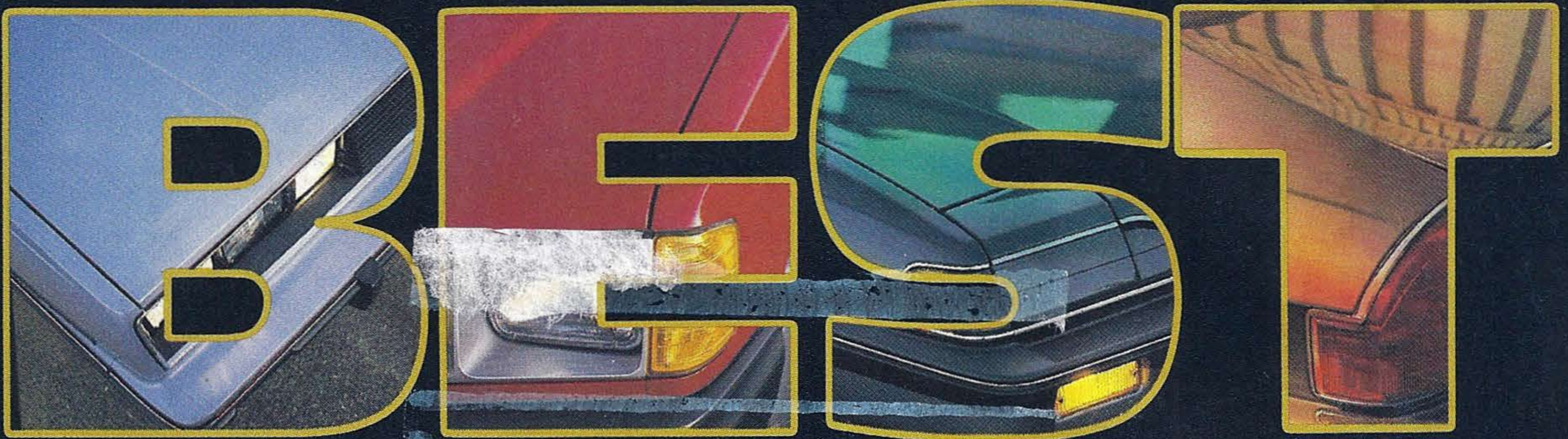
# ROAD & TRACK

MAY 1984

THE



Can  
you  
name  
them?



ENTHUSIAST CARS, 1984





PHOTOS BY JOHN LAMM

# FERRARI MONDIAL CABRIOLET QUATTROVALVOLE

*The one to be seen in*

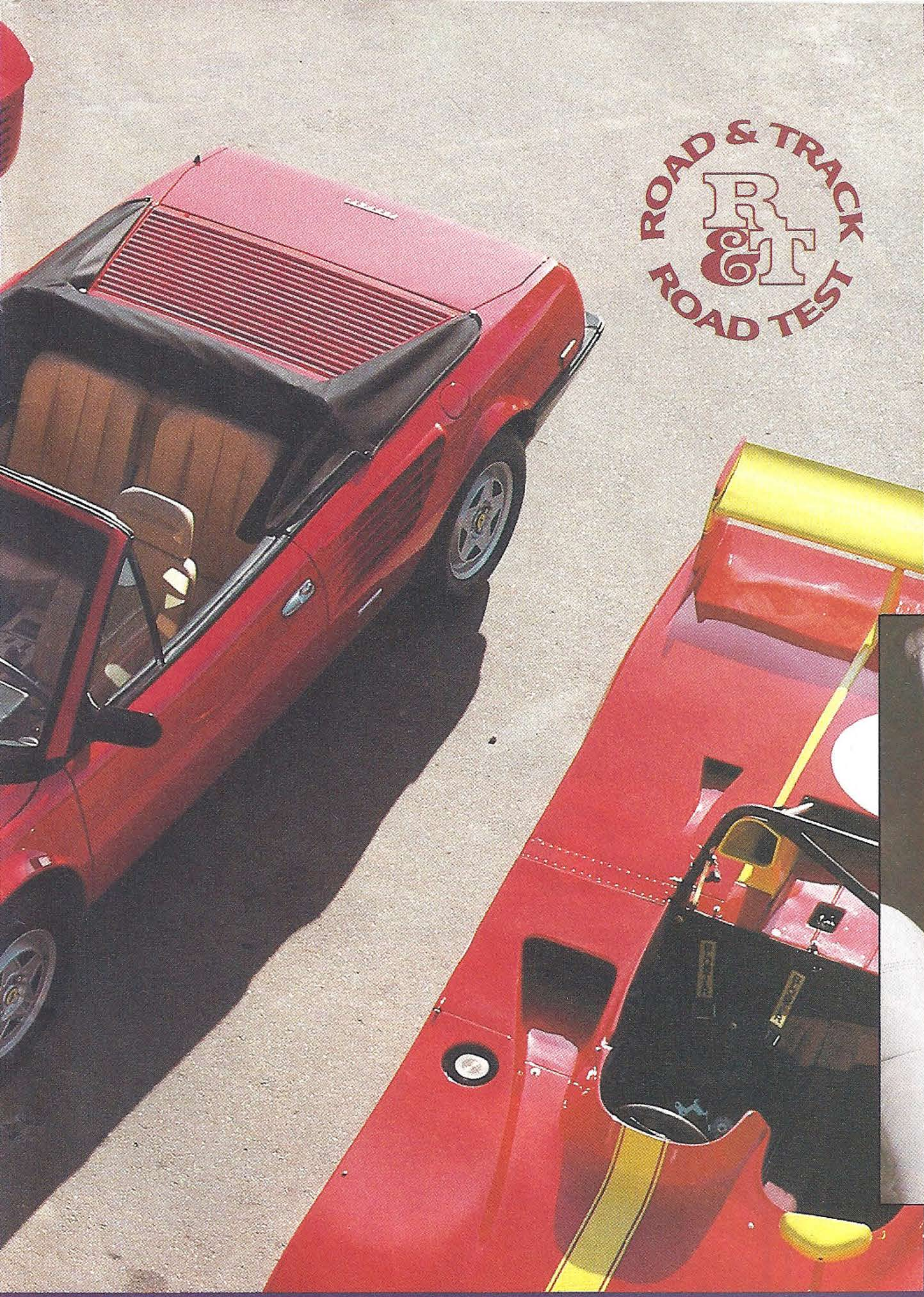


WHEN WE FIRST tested the Ferrari Mondial 8 (2½ years ago, in the November 1981 issue) we found it less than fast and more than a little dumpy. Trying to move its 3640 lb, even the excellent 308 engine (still in 2-valve form) was uninspiring. The car had Ferrari's typically good gearbox, brakes and handling, but we wondered who the intended customer really was. Who would choose the Mondial, not even a good 2+2, let alone a real 4-seater, over the quicker, more nimble and rakish 308GTBi or GTSi?

If you're an affluent open-air driving enthusiast, there's now a pretty good reason: a true folding soft-top version, the first regular production cabriolet from Ferrari since the 330/365 GTS models of—good grief!—the early Seventies. Add the Quattrovalvole (4-valve) cylinder heads and 25 more *cavalli* and you have a Mondial with some spirit. Not the same car at all.

It's even lighter (though not light) at 3545 lb. Whether Pininfarina saved some weight in converting it from the coupe (the rear glass of which would be a significant amount) or whether our 1981 test coupe was an excessively heavy early production example, this one is nearly 100 lb leaner. It even looks leaner.





ROAD & TRACK  
R & T  
ROAD TEST

312 PB AND 330 P3/4 SPYDERS COURTESY HARLEY CLUXTON



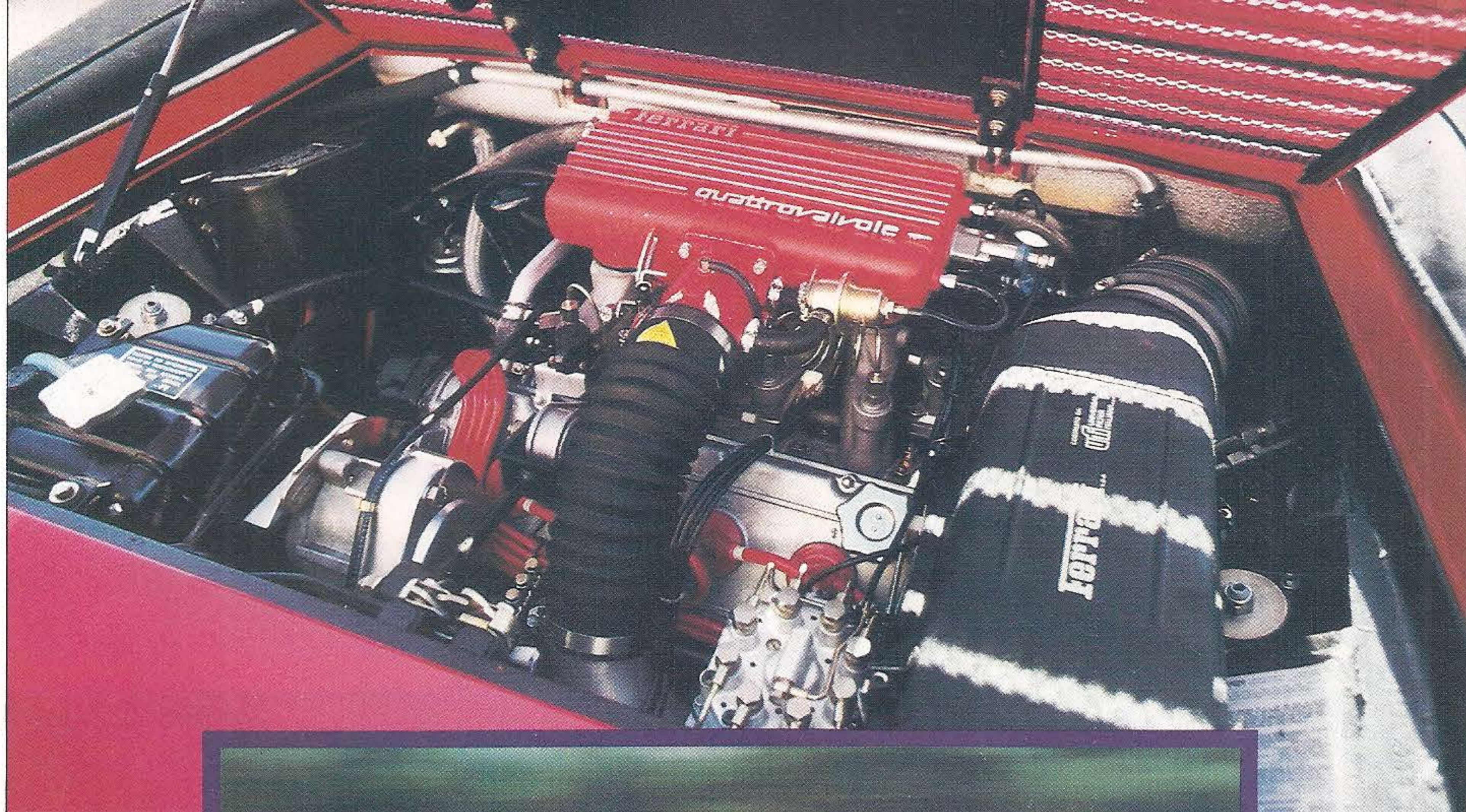
Mondial Quattrovalvole Cabriolet flanked by 330 P3/4 and 312 PB spyders.

and Pininfarina has done a good job on the top, both esthetically and functionally. Up, the black fabric top gives the Mondial a rakish line; down, it makes the car festive and inviting. This is the car for the boulevardier, the Monte Carlo or Newport Beach sportsman hard at play.

We were pretty skeptical about the top, having heard stories of a diabolically difficult mechanism and wondering where, between rear seat and engine, they could have found a place to stow it. It's definitely a 2-man top, but if you read the instruction manual and make sure that one of the crucial bows is held at the right angle as the top goes down, it's a piece of cake. It does protrude above the rear deck when down, and with the Mondial's low seating you really must depend on the mirror for rearward vision. What Pininfarina has done is leave part of each rear sail in place; this shape is duplicated by the protective boot, helping to minimize the apparent height of the folded top. Another good touch is the provision of retractable quarter windows, which can be lowered electrically even with the top up. There is a certain amount of drumming from the top driving with it up; this becomes obtrusive at about 85 mph, then surpris-

AT A GLANCE	Ferrari Mondial Cabriolet	Aston Martin Volante	Porsche 911 Cabrio
Price, base/ as tested	\$65,000 \$66,180	\$120,000 \$120,000	\$32,805 est \$37,010
Curb weight, lb	3545	4330	2750
Engine/drive	V-8/rwd	V-8/rwd	flat-6/rwd
Transmission	5-sp M	5-sp M	5-sp M
0-60 mph, sec	7.6	8.9	7.0
Standing 1/4 mi, sec @ mph	16.0 @ 87.0	16.8 @ 84.5	15.5 @ 88.0
Stopping distance from 60 mph, ft	153	165	146
Interior noise at 50 mph, dBA	76	70	73
Lateral acceleration, g	0.808	0.667	0.803
Slalom speed, mph	60.3	na	59.8
Fuel economy, mpg	13.5	13.0	23.5
<b>Mondial Cabriolet:</b> A stronger 4-valve with open-air <i>raison d'être</i> .			
<b>Volante:</b> Classic extravagance for the very few (1983 R&T's Guide to Sports & GT Cars).			
<b>911 Cabrio:</b> Porsche performance with the lid off (2-83).			





ingly diminishes and gradually builds up again as the car approaches its maximum speed.

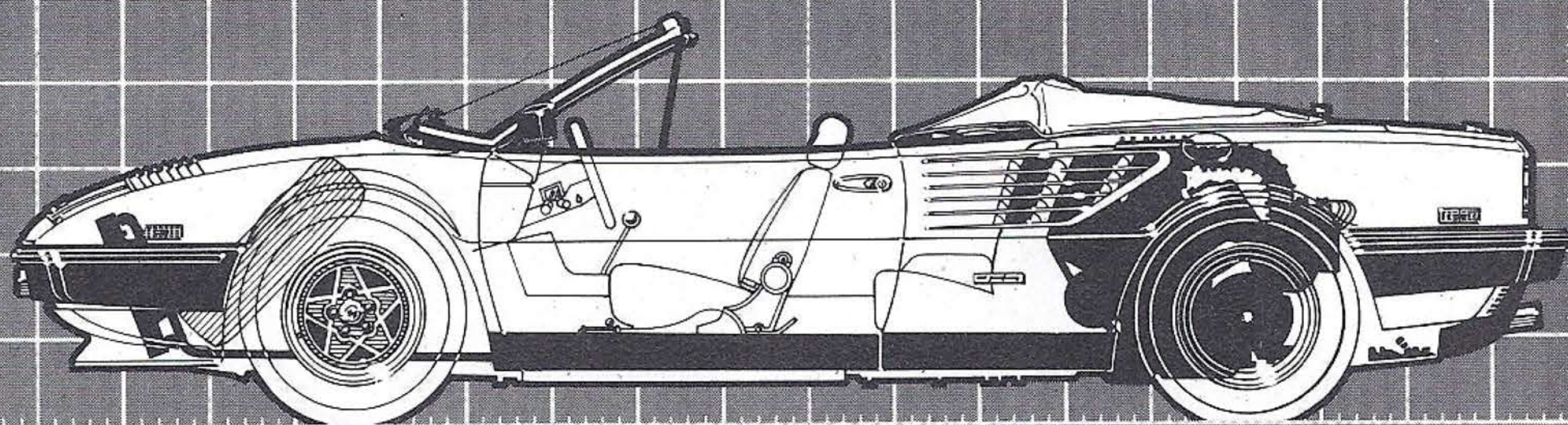
What kind of use will the Mondial Cabriolet get? We still don't see it as a 4-seater—even children aren't well accommodated in the back—but as a 2-seater with very occasional short-run rear seating, such as a blast from cabaña to cafe on a sunny day with the top down. The interior is still not especially luxurious for a \$65,000-plus car, nor particularly well arranged. To

get the seating package within the wheelbase (quite a bit of which is used by the engine, even though transverse), the front seats have been shoved forward, very near to the large front wheelhouses, giving the driver and front passenger a shoehorned feeling that is made worse by the low cushion height, which reduces the view all around. If you're driving fast, only looking down the road, it's not a problem, but maneuvering in dense traffic requires a less than graceful amount of neck craning. ➤





# ROAD TEST FERRARI MONDIAL CABRIOLET QUATTROVALVOLE



SCALE: 10 in. (254 mm) DIVISIONS  
DRAWING BY BILL DOBSON

## PRICE

List price, all POE .....	\$65,000
Price as tested .....	\$66,180
Price as tested includes std equip. (leather interior, elect. window lifts), metallic paint (\$830), dist prep (\$350)	

## IMPORTER

Ferrari North America, 777 Terrace Ave, Hasbrouck Heights, N.J. 07604

## GENERAL

Curb weight, lb/kg .....	3545	1609
Test weight .....	3680	1671
Weight dist (with driver), f/r, % .....	44/56	
Wheelbase, in./mm .....	104.3	2650
Track, front/rear .....	59.6/60.4	1513/1535
Length .....	182.7	4640
Width .....	70.5	1790
Height .....	49.6	1260
Ground clearance .....	4.6	117
Overhang, f/r .....	39.7/38.7	1008/983
Trunk space, cu ft/liters .....	5.0	142
Fuel capacity, U.S. gal./liters .....	18.5	70

## ACCOMMODATION

Seating capacity, persons .....	2+2	
Head room, f/r, in./mm .....	38.5/33.5	978/851
Seat width, f/r .....	2 x 18.0/2 x 18.5	2 x 457/2 x 470
Seatback adjustment, deg .....	45	

## ENGINE

Type .....	dohc V-8	
Bore x stroke, in./mm .....	3.19 x 2.80	81.0 x 71.0
Displacement, cu in./cc .....	179	2927
Compression ratio .....	8.6:1	
Bhp @ rpm, SAE net/kW .....	230/169	@ 6800
Equivalent mph / km/h .....	139/224	
Torque @ rpm, lb-ft/Nm .....	188/255	@ 5500
Equivalent mph / km/h .....	92/148	
Fuel injection .....	Bosch K-Jetronic	
Fuel requirement .....	unleaded, 91-oct	
Exhaust-emission control equipment: dual 3-way catalytic converters, air injection, exhaust-gas recirculation		

## DRIVETRAIN

Transmission .....	5-sp manual
Gear ratios: 5th (0.92) .....	3.74:1
4th (1.24) .....	5.03:1
3rd (1.69) .....	6.86:1
2nd (2.35) .....	9.54:1
1st (3.41) .....	13.84:1
Final drive ratio .....	4.06:1

## INSTRUMENTATION

Instruments: 180-mph speedo, 10,000-rpm tach, 999,999 odo, 999.9 trip odo, oil press., oil temp, coolant temp, fuel level  
Warning lights: oil press., alternator, brake sys, hand-brake, converter overheat, coolant level, trans oil level, fuel level, rear side glass retraction blocked, door ajar, hood ajar, washer level, a/c freon low, service, light failure, lights on, rear-window heat, seatbelts, hazard, high beam, directionals

## CHASSIS & BODY

Layout .....	transverse mid engine/rear drive	
Body/frame .....	unit steel	
Brake system .....	11.4-in. (290-mm) vented discs front & rear; vacuum assisted	
Swept area, sq in./sq cm .....	424	2736
Wheels .....	cast alloy, 180TR390	
Tires .....	Michelin TRX, 240/55VR-390	
Steering type .....	rack & pinion	
Overall ratio .....	na	
Turns, lock-to-lock .....	3.5	
Turning circle, ft/m .....	41.0	12.5
Front suspension: unequal-length A-arms, coil springs, tube shocks, anti-roll bar		
Rear suspension: unequal-length A-arms, coil springs, tube shocks, anti-roll bar		

## MAINTENANCE

Service intervals, mi:	
Oil/filter change .....	7500/7500
Chassis lube .....	15,000
Tuneup .....	15,000
Warranty, mo/mi .....	12/unlimited

## CALCULATED DATA

Lb/bhp (test weight) .....	16.0
Mph/1000 rpm (5th gear) .....	20.3
Engine revs/mi (60 mph) .....	2950
Piston travel, ft/mi .....	1380
R&T steering index .....	1.44
Brake swept area, sq in./ton .....	251

## ROAD TEST RESULTS

### ACCELERATION

Time to distance, sec:	
0-100 ft .....	3.5
0-500 ft .....	9.3
0-1320 ft (1/4 mi) .....	16.0
Speed at end of 1/4 mi, mph .....	87.0
Time to speed, sec:	
0-30 mph .....	2.7
0-50 mph .....	5.5
0-60 mph .....	7.6
0-70 mph .....	9.8
0-80 mph .....	12.8
0-100 mph .....	21.5

### SPEEDS IN GEARS

5th gear (6800 rpm) .....	138
4th (7700) .....	112
3rd (7700) .....	84
2nd (7700) .....	60
1st (7700) .....	41

### FUEL ECONOMY

Normal driving, mpg .....	13.5
Cruising range, mi (1-gal. res) .....	235

### HANDLING

Lateral accel, 100-ft radius, g .....	0.808
Speed thru 700-ft slalom, mph .....	60.3

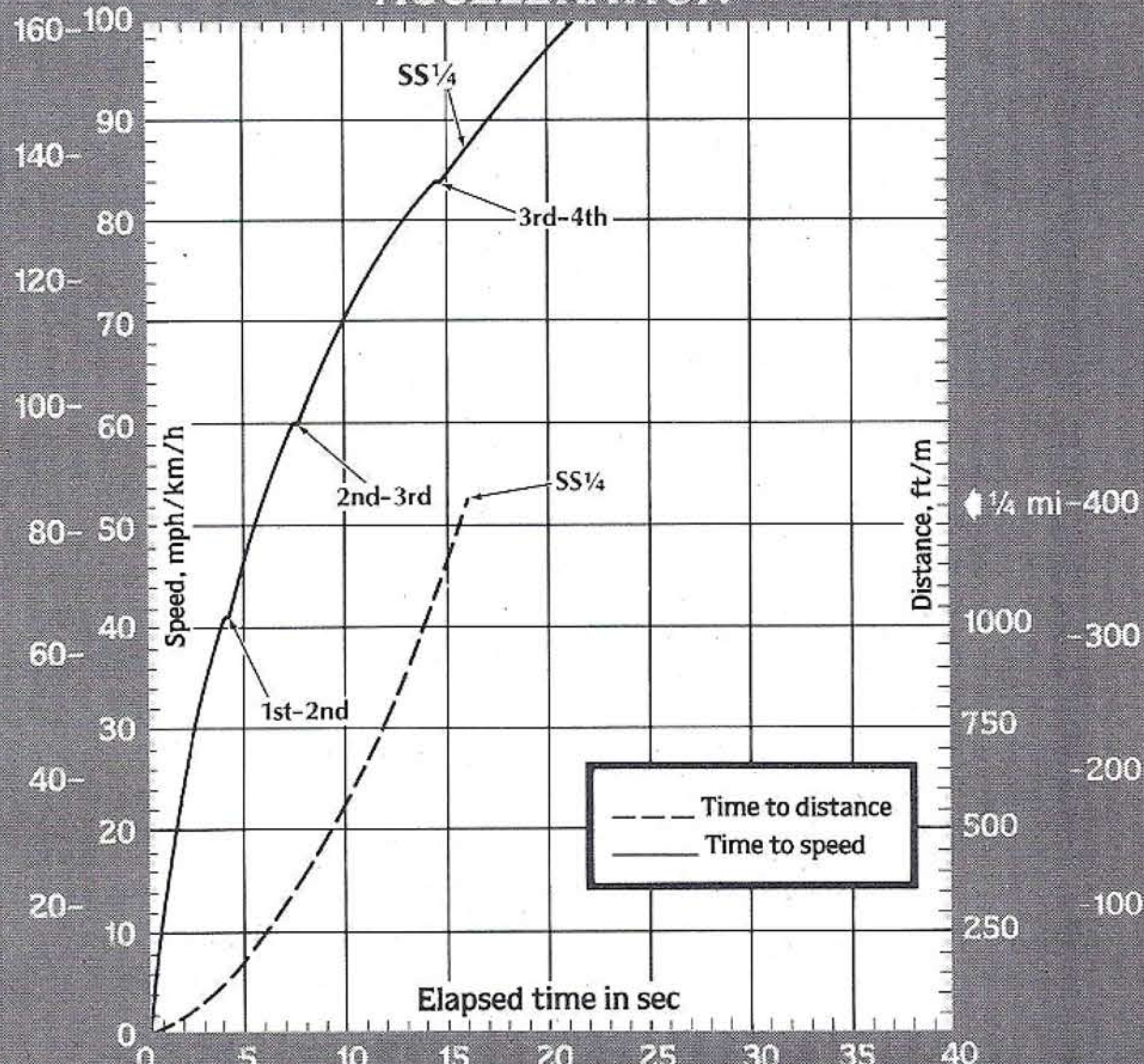
### BRAKES

Minimum stopping distances, ft:	
From 60 mph .....	153
From 80 mph .....	258
Control in panic stop .....	excellent
Pedal effort for 0.5g stop, lb .....	17
Fade: percent increase in pedal effort to maintain 0.5g deceleration in 6 stops from 60 mph .....	nil
Overall brake rating .....	excellent

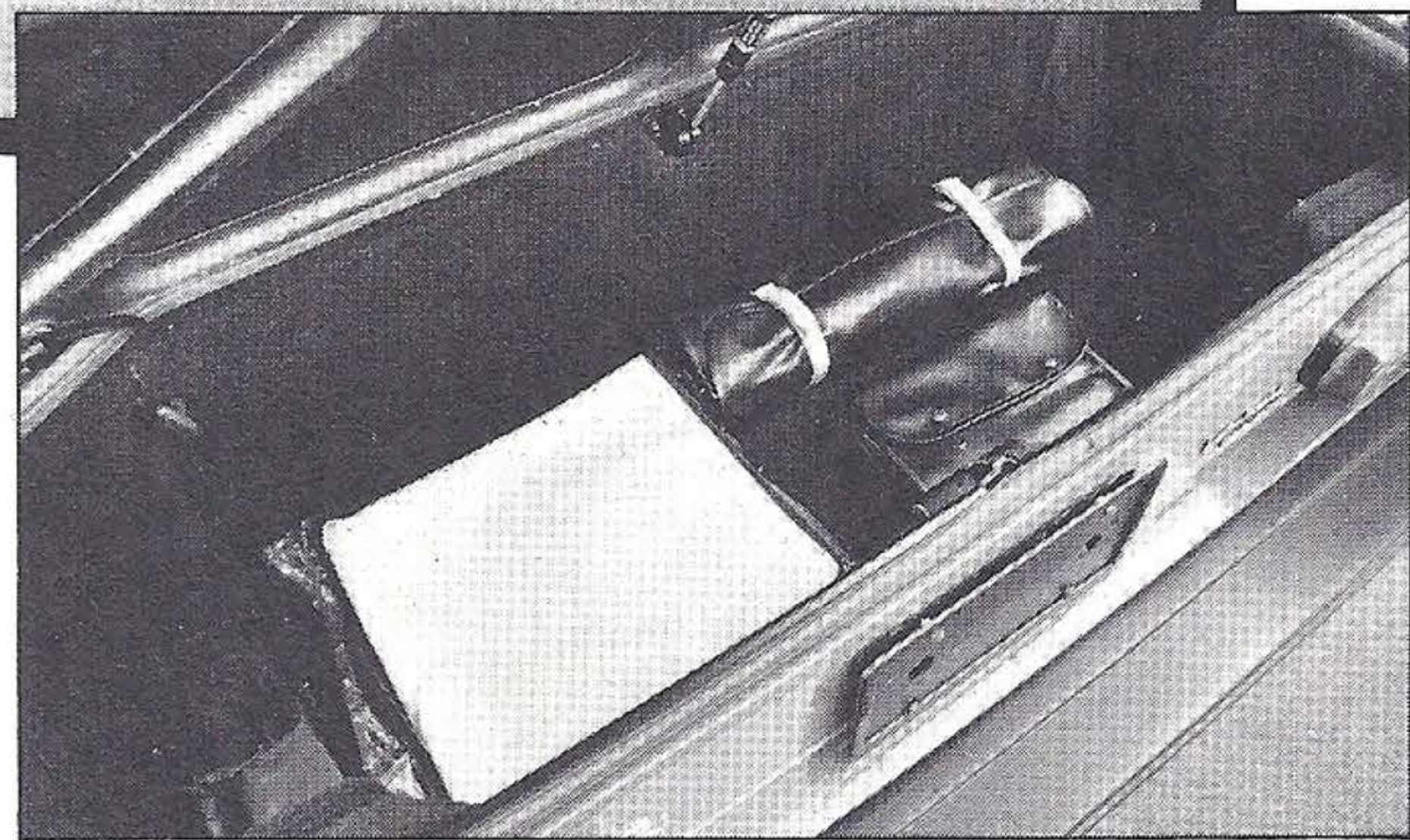
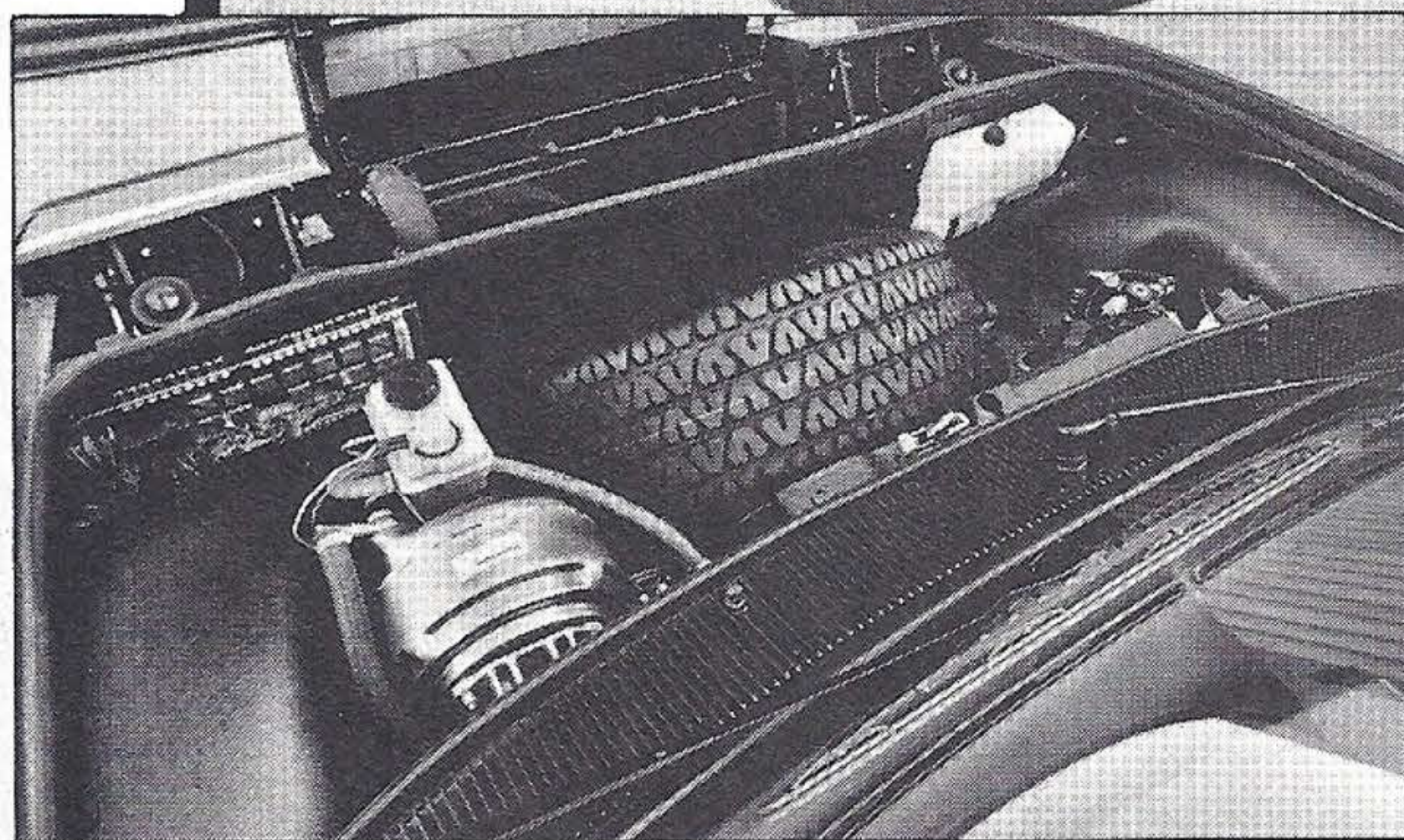
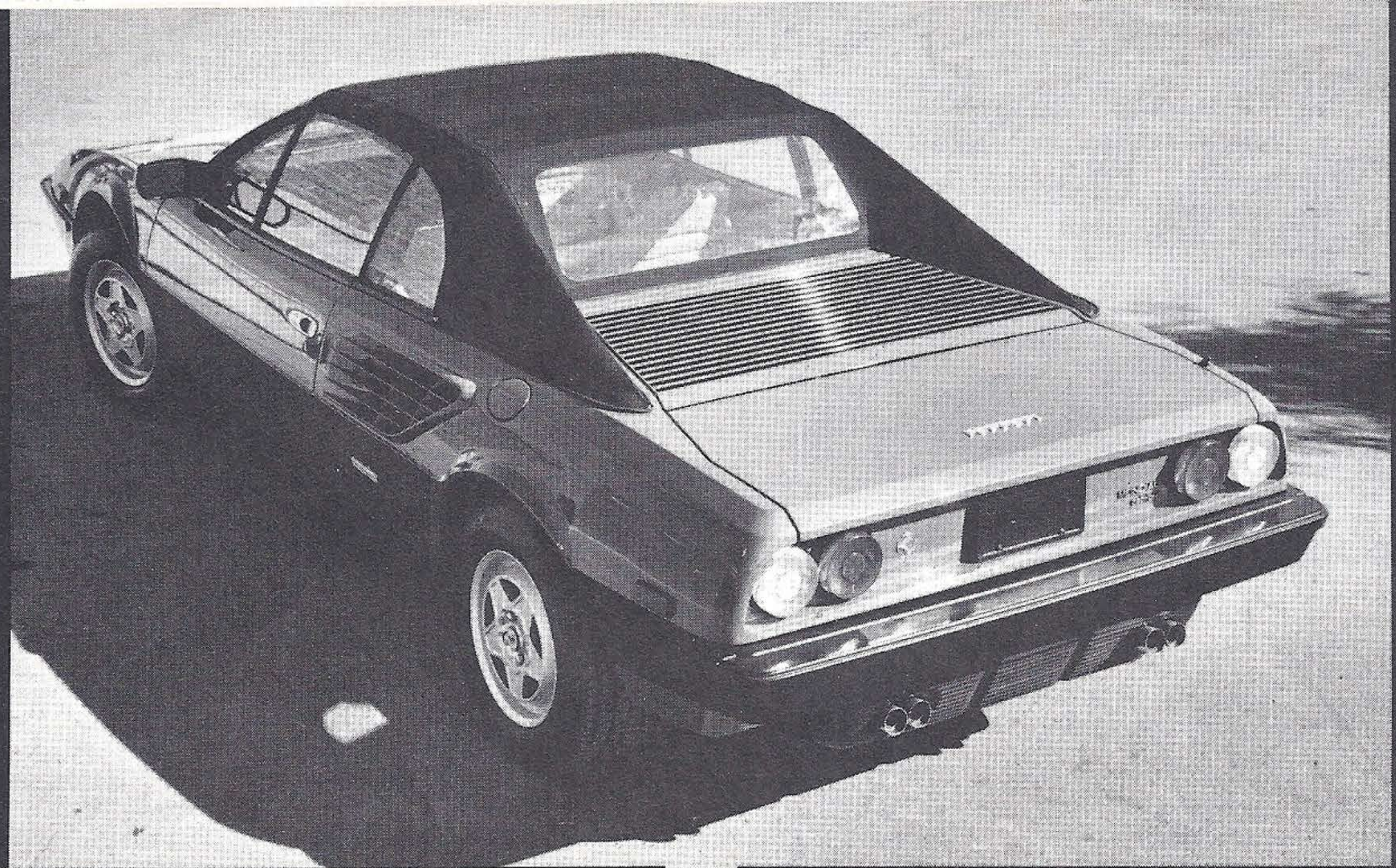
### INTERIOR NOISE

Idle in neutral, dBA .....	73
Maximum, 1st gear .....	87
Constant 30 mph .....	74
50 mph .....	76
70 mph .....	79

## ACCELERATION







Fortunately, all the controls are where they should be; the steering wheel rim is of just the right thickness and when you drop your right hand, that very positive shift lever is right there. Not so good is the view of the instruments; for some drivers the tachometer is obscured by the wheel. The seats and door panels are covered in simple but high-quality tan leather, the lighter color making the interior design less forbidding than on previous Mondials in black. We were also pleased to see that the formerly protruding mesh speakers (which could scrape the knuckles of the left hand when the brake lever was being used) have been replaced by nicely integrated grilles in the door panels. But the ventilation system is mediocre for such an expensive car; the center vents put out a fair volume of air but the lack of side vents limits the effectiveness on a really hot day. But then, the top ought to be down, right?

The Quattrovalvole, as we said in our more recent 308GTBi test, is a superb engine, growly and eager, giving out a wonderful howl at its maximum of 7700 rpm. The Mondial gearing has been changed to suit the Quattrovalvole's characteristics; the final drive is numerically higher (4.06:1 versus 3.71), 1st and 5th are slightly lower, and the middle three ratios remain the same, the result being moderately shorter gearing throughout. The 4-valve engine gives vastly improved performance off the line, as Americans are wont to enjoy, much stronger acceleration all the way up, and an increase in top speed, now 138 mph at 6800 rpm in 5th. Cruising for long distances can be unpleasantly loud, more so than with the steel top; the problem is not so much engine noise as structure resonance. Frankly, the top end of the performance spectrum would be better enjoyed in a GTB or GTS, but the Mondial Cabriolet will *feel* just as fast because of its higher sensory inputs.

Using a positive but not excessively heavy clutch, the Mondial can be eased through the gears in a relaxed manner or driven fiercely for all it's worth. The shifting, within the beautiful, no-nonsense gate, needs to be done with absolute assurance: you can't get it into the next gear with the fingertips but when you move it forcefully it goes in with absolute directness, telling you in a very mechanical way that, yes, by God, that's 3rd all right. Even if you don't use the gears religiously, the engine's flexibility lets you burble through traffic in a leisurely way.

The steering has a direct, positive feel that some might find a little heavy. It's a bit slow for low-speed maneuvering, and the turning circle is rather large, but for fast road work it really does the job. There is a tendency toward understeer that increases as you go faster. This means you use a bit of muscle controlling the car but the big Michelin 240/55VR-390 tires have more grip than you're ever likely to use in normal spirited driving. There is oversteer at the very limit, as in our skidpad test (0.808g). Throwing the car from side to side in the slalom also makes the tail come out, and you have to keep the power on. The suspension is supple but noisy over sharp irregularities; you also get noticeable bump-steer from anything really protruding from the surface. The Cabriolet's structure is less rigid than the coupe's, transmitting some flexing and shaking.

We now feel that Ferrari has a Mondial with real *raison d'être*; faster, better looking, with wind-in-the-hair driving and all the attention from the sidelines you can handle. The Cabriolet was genuinely admired by most observers; drive it, and you will not be ignored. Forget the back seat, or put a Doberman in it as a guard dog. Two seats are enough, and the Ferrari has the performance to provide the most exhilarating open-air driving you could want.

