



Ferrari Mondial 8

WHAT DO you get when you stretch a 308's wheelbase by 12.2 in. and add two occasional rear seats? Why, a Ferrari Mondial, of course. The Mondial is Ferrari's answer to those detractors who didn't consider the previous 2+2, the Bertone-bodied Dino GT4, to have enough pizzazz. So what we have here is a design that's a cross between the all-out swoopiness of a 308 and the more angular GT4. We don't feel the Mondial shape is as well integrated as the 308's and the GT4's because some of the details aren't as well worked out, bumpers and the side scoops for instance. But there's no mistaking the Mondial for anything but a Ferrari and for many people that's reason enough for wanting to own one.

The Mondial borrows many components from the 308, primarily the aluminum dohc V-8 and 5-speed transaxle, mounted mid-transversely, fueled by Bosch K-Jetronic injection and sparked by Marelli Digiplex electronic ignition. Transaxle ratios are unchanged and like the 308, the Mondial's clutch linkage is of an improved design offering reduced pedal pressure.

One of Pininfarina's design goals with the Mondial was an increase in head room and this has been accomplished—for front seaters. You'd be kidding yourself to think of the rear seats as serving anyone but small children. Except for the dash and armrests the interior is leather and a new feature is a warning check panel on the center console. However, it would be much more useful if the LEDs were more visible. But we're nitpicking and the Mondial is not a car to be picked apart but one to be enjoyed. It may not be the best car in its class but it's hard to argue with the Ferrari image and exclusivity.

SPECIFICATIONS

Basic price, base model	\$63,939	Engine	dohc V-8
Country of origin	Italy	Bore x stroke, mm	81.0 x 71.0
Body/seats	cpe/2+2	Displacement cc/cu in.	2926/179
Layout	M/R	Compression ratio	8.8:1
Wheelbase, in.	104.3	Bhp @ rpm, net	205 @ 6600
Track, f/r	58.8/59.7	Torque @ rpm, lb-ft	181 @ 4600
Length	180.3	Transmission	5M
Width	70.5	Final drive ratio	3.71:1
Height	49.2	Suspension, f/r	ind/ind
Curb weight, lb	3640	Brakes, f/r	disc/disc
Fuel capacity, U.S. gal.	22.2	Tires	240/55VR-390
Fuel economy (EPA), mpg:		Steering type	rack & pinion
U.S.	10	Turning circle, ft	39.4
California & high altitudes	10	Turns, lock-to-lock	3.3



Ferrari 308GTBi & 308GTSi

TO ANYONE who loves cars, the Ferrari name is magical. And if a Ferrari is not the most practical of cars, that's understandable because practicality is not its main reason for being. Rather, a Ferrari should be thought of as a personal statement and as a means of pleasure, not just conveyance. Ferraris are expensive and not especially space or fuel efficient, but the world would be far worse were it not for unique and beautiful cars such as the Ferrari 308. As last year the 308 is offered in two versions, GTBi (B for Berlinetta, closed) and GTSi (S for Spyder, open or targa) with the i indicating injection in either case.

The Ferrari engine is a sophisticated piece of machinery that makes much use of aluminum and is fitted with double overhead camshafts for more efficient breathing. With the addition of K-Jetronic injection the engine is smoother and quieter and has a more flexible power curve than when it was fitted with Weber carburetors. The visible shift gate lets you know that 5 speeds are ready to do your bidding and if the shifter is a little balky when rushed, the ratios themselves are well spaced: The 308 is docile in traffic but a real highway flier topping out at 147 mph.

Both versions of the 308 have interiors trimmed in Connolly leather and including power assists for the windows and door locks. Ferrari installs a pair of door speakers and an electric antenna at the factory, but the choice of a stereo system to go with them is left to dealers and customers.

A 308 is not the most exotic car on the road, but you'll have to go a long way to name another marque that has as much mystique as the Ferrari prancing horse.

SPECIFICATIONS

Basic price, base model	\$51,930	Engine	dohc V-8
Country of origin	Italy	Bore x stroke, mm	81.0 x 71.0
Body/seats	cpe*, targa/2	Displacement, cc/cu in.	2926/179
Layout	M/R	Compression ratio	8.8:1
Wheelbase, in.	92.1	Bhp @ rpm, net	205 @ 6600
Track, f/r	57.8/57.8	Torque @ rpm, lb-ft	181 @ 5000
Length	174.2	Transmission	5M
Width	67.7	Final drive ratio	3.71:1
Height	44.1	Suspension, f/r	ind/ind
Curb weight, lb	3250	Brakes, f/r	disc/disc
Fuel capacity, U.S. gal.	18.5	Tires	220/55VR-390
Fuel economy (EPA), mpg:		Steering type	rack & pinion
U.S.	11	Turning circle, ft	39.3
California & high altitudes	11	Turns, lock-to-lock	3.3

*indicates model described in specifications