



Symbol



The power and beauty of superb engineering: the "Mondial 8" and fighters from the Italian aerobatic group.

"MONDIAL 8" Ferrari's Masterpiece

PHOTOS BY MAURIZIO CAVAZZUTI

The "Frecce Tricolori" fly above Ferrari's new model like a good omen. (Symbol thanks the Italian Airforce for its collaboration)

The "Mondial 8", Ferrari's latest masterpiece with bodywork designed by Pininfarina, is on the road—a crushing and effective retort to those who maintain that the Age of the Motor Car is at its close and that man will once again have to resort to the horse as a means of transport—providing, however, that he is still capable of riding one.

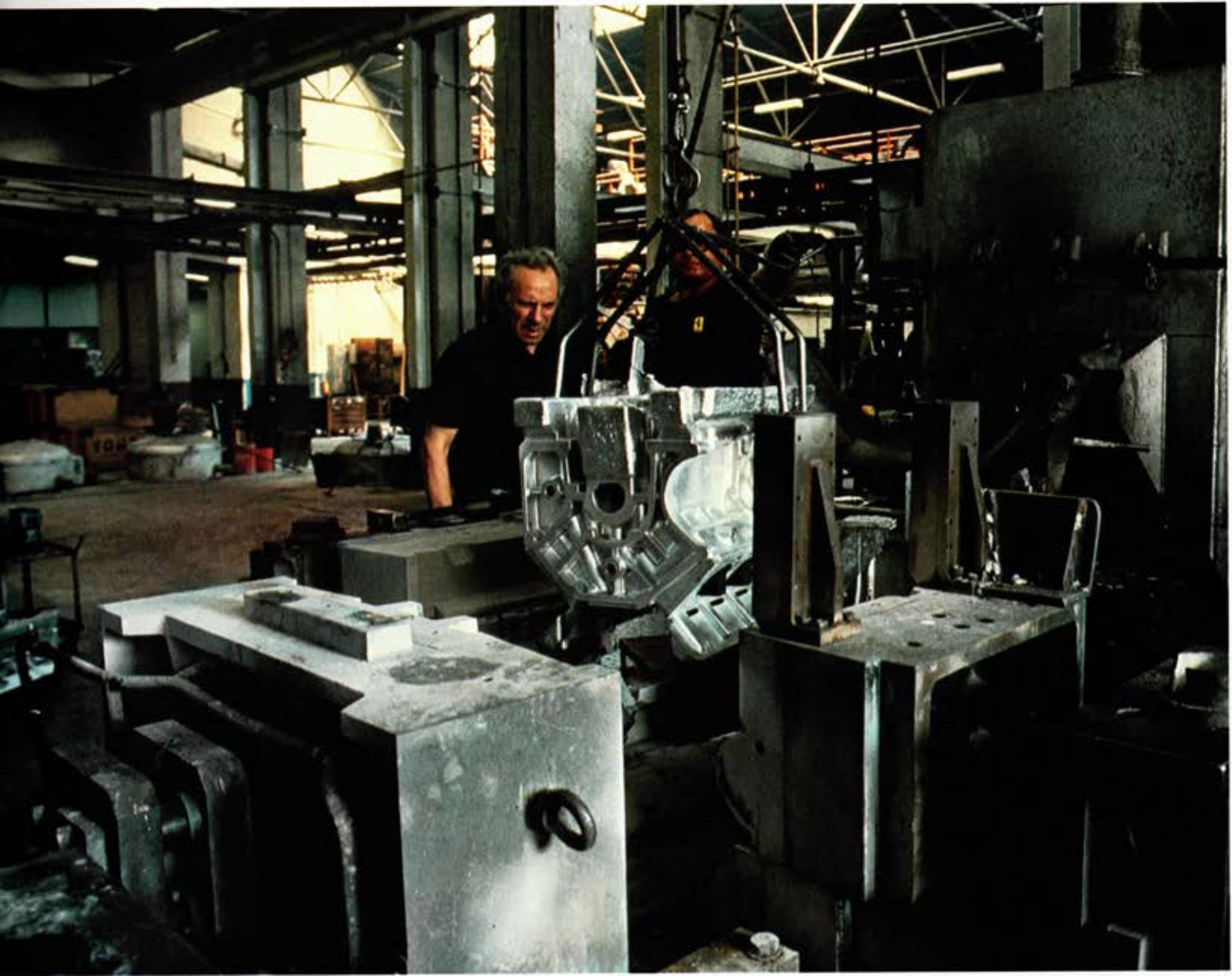
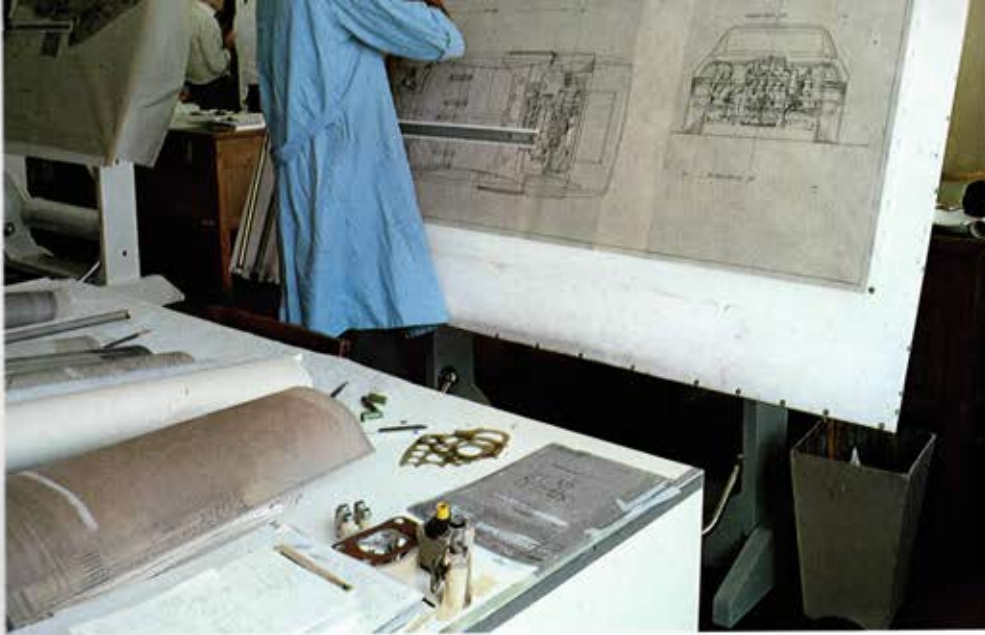
The first Ferrari to be fitted out by Pininfarina, that genius of car "haute couture", was the "Inter 212" back in 1952, a time that could now well be buried

alongside the Ceram civilization. A time when, for example, headlines told of the liner "United States" which took a mere three days, 10 hours and 40 minutes to sail from New York to Le Havre or Marie Besnard, on trial for having poisoned what were, after all, only thirteen people, whilst Stalin was testing his first atom bomb in Siberia and U.S. marines were drooling over Mitzi Gaynor's legs in Korea.

After so many years of understanding

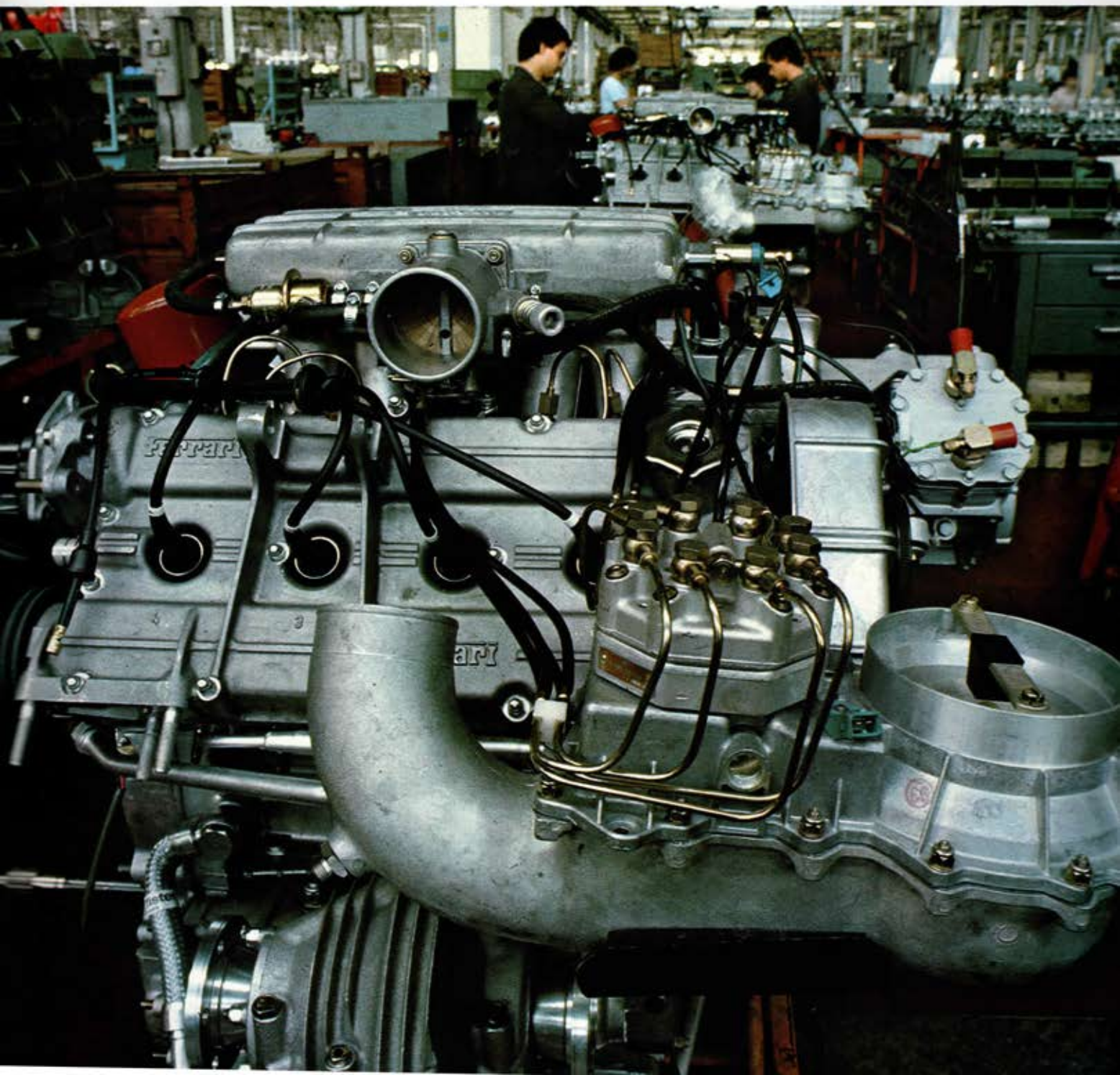
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Top left, early sketches and models for the "Mondial 8" prototype. Bottom left, a cylinder block coming out of the chill mould. Right, a stage in the assembly of the inlet manifold and, below, a power unit. In Ferrari's new "Mondial 8" model technical solutions are so advanced as to place it in a class of its own.





Above from the left, assembly of the electrical system on the "Mondial 8", production of the gearbox and cylinder block control. Below left, sheet metal assembly by means of soldering. Opposite page, a poetic pause in the harsh rhythm kept up by technology and industry: the new vehicle goes through its first wash; thousands of pieces now form one harmonious whole.



between these two great Italian personalities—an understanding that has always been matched by worldwide success—the design of this new vehicle would not seem to have involved any particular difficulties.

On the contrary, however, the “Mondial 8” has demanded a very special type of commitment from both Maranello and Turin.

This is discussed in this exclusive interview for *Symbol* by Leonardo Fioravanti, engineer and director of the Pininfarina Research Unit. “It was a very difficult project”, he says. “We had to design a 2+2 bodywork for a vehicle with a central engine; in other words, we had to accommodate real space for four people according to specific mechanical conditions that made the overall space solution a somewhat delicate matter. This had to be done without, obviously, forgetting that the vehicle had to have the long, sleek styling typical of all Ferrari cars”.

The problem of the interior space can be immediately seen to be complex.

“Even before tackling the programme”, Fioravanti continues, “we had one fundamental question to put to Ferrari: whether, in view of the excellent road-holding qualities of the previous model, it would

be possible to accommodate a ten-centimetre increase in wheelbase to give greater interior space, at the same time maintaining these characteristics. The answer was a positive one. The hope was expressed that these qualities could, indeed, even be improved upon.

At this stage it was possible to determine the basic parameters for our design. With reference to the previous model, space could be extended longitudinally by 10 centimetres and vertically by 4 or even 5 centimetres. We had several objectives to achieve: these included a roomier boot, taking into consideration that the overall length could not be excessive; weight, which was to be kept as light as possible; and an external line that would allow one sole version, the same for both the European and American markets”.

Further specifications to be taken into consideration in the general planning were the air vents for interior ventilation, which were to be placed at the base of the windscreen; long-range headlamps for daytime use in overtaking, now allowed in almost all countries; and bodywork details to comply with developments in legislation on external surfaces.

“Considerable importance”, he goes on, “has been given to aerodynamical research, in particular, to optimize the position of the side-wind pressure centre—this makes the vehicle self-stabilizing when ex-

posed to a side-wind which is of the utmost importance for safety in a central-engined vehicle travelling at high speed”. The “Mondial 8” also introduces a new series of instruments and controls. This is the result of research into both functional and aesthetic aspects that has opted for an analogical as opposed to a digital system, making for only one instrument: a clock. However, in order to make the instruments uniform in appearance, digital characters have been used on the analogical instruments.

“For the controls themselves”, Fioravanti continues, “a completely new type of switch has been designed: it doesn’t protrude and has a shorter release mechanism with incorporated warning-lights. The instruments and switches are modular in design which will allow them to be combined in a variety of patterns, even on future Ferrari models”.

Obsessed by technical problems and solutions, Fioravanti finally expressed an opinion even for those who are merely obsessed by the beauty of a car, thinking largely in terms of aesthetics and comfort.

“I have, of course, driven it”, he says, “both on and off the track under the most varied conditions. It’s a marvellous mixture of sensations. The most pleasant surprise was the high degree of comfort, making the “Mondial 8” suitable even for longer journeys.” □

