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[Sleeping Beauty №9: Ferrari 308 GT4](#)



There's no pleasing some people. Install a four-valve, four-overhead-cam, all-alloy 2926cc V8 in the middle of an all-new Ferrari and you'd think that would be pretty good, wouldn't you?

In the case of the **Bertone**-designed **Ferrari 308 GT4**, the handy 2+2 design launched at the **Paris Salon** in October 1973, you'd be right – and wrong. It was an excellent car with sober – but timeless – styling, yet failed to catch the public's attention after the drop-dead-gorgeous **246 GT Dino**. **Pininfarina** was responsible for the earlier V6-engined car's styling but the cars' bodies were built by **Bertone** and delivered to **Maranello**. Bet you didn't know that?

The management at **Maranello** came to know **Bertone** well through this arrangement and, impressed, commissioned them to design the new eight-cylinder GT. It was the first non-**Pininfarina** production **Ferrari** to appear for 20 years. The small rear seats were similar to those found in the rival **Lamborghini Urraco** and **Maserati Merak**; useable for small children or coats and hand luggage. The engine was transverse-mounted and produced 255bhp at 7700rpm. This is proper stuff, giving the dart-like coupé a top speed of 152mph.

Like the early **206** and **246 GTs**, the **308 GT4** was badged simply '**Dino**', although this practice stopped after the summer of 1976. In September 1975, **Ferrari** bowed to an ever-increasing clamour for a two-seater, Pininfarina-styled 'small' V8 with voluptuous lines and launched the **308 GTB**.

In this writer's eyes, the newer model still looks a little 'obvious', while the **Bertone** design has aged well and is more discreet – particularly if finished in anything but 'retail red'. The two 308 variations existed side by side until the 2+2 was replaced by the unhappy **Mondial 8** in 1980.

In metallic bronze, or blue, with matching luggage and Alcantara-insert seats – we'd have one.

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