


# CLASSIC DRIVER

## 1986 Ferrari 328

- Lot sold  
USD 85 147 - 97 311  
GBP 70 000 - 80 000 (listed)  
**Year of manufacture** 1986
- **Chassis number** ZFFWA19C000063241
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 546
- 
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- 

## Description

1986 Ferrari 328 GTS Targa Coupé  
Coachwork by Pininfarina  
Registration no. C856 OMG  
Chassis no. ZFFWA19C000063241

Representing the second generation of Ferrari's V8-engined road cars, the entirely new 308 GTB debuted at the Paris Salon in 1975. This particular model line had begun in 1973 with the Dino-badged 308 GT4 2+2, which took over from the preceding V6-engined Dino 246 GT. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but the performance of the amidships-mounted, double-overhead-camshaft 3.0-litre V8 certainly was, and a dry-sump version of the same power unit was used for the 308 GT4's two-seat successor. Built on a shorter wheelbase, the stunningly beautiful 308 GTB marked a welcome return to Pininfarina styling. Further developments included the introduction in 1977 of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection (1980) and, finally, revised cylinder heads with four valves per cylinder (1982).

In 1985, the 308 was superseded by the mechanically similar but larger engined 328 GTB. By increasing both bore and stroke, the quattrovalvole engine's capacity was raised to 3,186cc which, together with a higher compression ratio, revised pistons, and an improved Marelli engine management system, lifted maximum power to 270bhp at 7,000rpm. Top speed was raised to within a whisker of 160mph (258km/h) with the sprint to 60mph covered in 5.5 seconds. On the outside, the elegant simplicity of Pininfarina's original 308 had been diluted somewhat by the addition of Testarossa-style moulded bumpers incorporating both sidelights and indicators, deeper rear valance and an unobtrusive roof spoiler. Its underlying beauty though, could not be disguised. 'If the sublime purity of the original shape has been corrupted, its striking appearance has not,' declared Motor magazine. 'In our book, this is still the most beautiful of all contemporary exotics - a gorgeous looking car.'

Beneath the skin the tubular steel chassis remained much as before, with all-round independent suspension by double wishbones, four-wheel servo-assisted disc brakes and aluminium-alloy wheels, though the latter were increased in size. The interior too had come in for subtle revision and now featured improved instruments switch gear and heating. The 328 GTB/GTS continued in production until 1989, by which time almost 22,000 308/328s of all types had been sold, making the model the most commercially successful

Ferrari of all time.

Chassis number '63241' has been equipped from new with the optional body-coloured rear spoiler and air conditioning - both these features adding considerably to the list price - and is one of only 292 right-hand drive examples supplied new to the UK. Finished in Rosso Corsa with cream leather interior, the car has covered only some 19,000 miles from new and is described by the vendor as in generally excellent condition. It benefits from a recent service and change of cam belts, and comes complete with spare wheel, tool kit, owner's manual, service booklet, sundry bills, V5C document, and current MoT. A rare opportunity to acquire a well documented, low mileage example of this iconic Ferrari.

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