

# CLASSIC DRIVER

## 1984 Ferrari 308

- Lot sold  
USD 85 852 - 110 381  
GBP 70 000 - 90 000 (listed)  
**Year of manufacture** 1984
- **Chassis number** ZFFLA13C000053235
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 254
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- 

### Description

1984 Ferrari 308 GTSi Qv Targa Coupé  
Registration no. B464 WYU  
Chassis no. ZFFLA13C000053235

'Fast and exceedingly beautiful, Ferrari's mid-engined 308 is also commendably practical and surprisingly economical.' ? Motor.

Ferrari's line of highly successful V8-engined road cars began with the 308 GT4 of 1973. Badged as a 'Dino', the all-new 308 GT4 2+2 superseded the preceding Dino V6. The newcomer's wedge-shaped styling - by Bertone rather than the customary Pininfarina - was not universally well received but there were no complaints about the performance of the 3.0-litre quad-cam V8 engine, which was carried over to its successor.

Introduced at the Paris Salon in 1975, the stunningly beautiful 308 GTB - Ferrari's second V8 road car - marked a return to Pininfarina styling following the Bertone-designed 308GT4. Badged as a 'proper' Ferrari rather than a Dino, the 308 GTB had changed little mechanically apart from a reduction in both wheelbase and weight, retaining its predecessor's underpinnings and transversely mounted engine that now featured dry-sump lubrication. In road tune this superbly engineered power unit produced 255bhp, an output good enough to propel the 308 GTB to a top speed of over 150mph (Motor achieved an average speed around the Millbrook test track of 154.5mph despite unfavourable weather conditions).

Produced initially with glassfibre bodywork - the first time this material had been used for a production Ferrari - the Scaglietti-built 308 GTB used steel after April 1977. Further developments included the

introduction of an open-top GTS version with Targa-style removable roof, the adoption of Bosch K-Jetronic fuel injection and, finally, revised cylinder heads with four valves per cylinder on the Quattrovalvole (Qv) model in 1982. An exhilarating driver's car and a Ferrari purist's delight, the 308 GTB and its many derivatives proved a huge commercial success for Maranello with over 12,000 sold.

Representing the 308 in its ultimate, Quattrovalvole form, this example of Ferrari's first Pininfarina-styled V8 road car was supplied via the UK importer, Maranello Concessionaires, and delivered new to the first owner in Perth, Western Australia. One of only some 184 right-hand drive models manufactured, this rare car returned to the UK in 1987.

This Ferrari has been in the present ownership for five years; impeccably maintained, it has covered only 200-or-so miles in that period and drives beautifully with no known faults. Driven to the sale, it comes with full Ferrari dealer service history and all receipts for any maintenance and servicing carried out in Australia, the UK, and elsewhere in Europe. The most extensive history file also contains the original service book and folder; all the old MoT certificates; a V5C Registration Certificate; and MoT to June 2019. All the original tools and the original radio are included also.

Bonhams 1793

**Title** Mr

**First name** Bonhams Collectors' Car department

101 New Bond Street

London

W1S 1SR

United Kingdom

**Phone** +44-02074477447

**Fax** +44-2074477401

<http://www.bonhams.com/auctions/24878/>

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