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## 1984 Ferrari 512

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Lot sold	<b>USD 0</b> GBP 0 (listed)	Drive	RHD
Year of manufacture	1984	Condition	Used
Mileage	8 135 mi / 13 093 km	Location	
Lot number	205	Exterior colour	Other
		Car type	Other

### Description

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"Having reasserted itself at the top of the supercar hierarchy with the first 'Boxer', the 365 GTB/4 BB, Ferrari went one better with its successor, the 512 BB. For the new Boxer, Ferrari abandoned its long-standing practice of denoting a model by the capacity of an individual cylinder and adopted the Dino-type nomenclature where '512' indicates 5 litres/12 cylinders. The increase in engine size from the original Boxer's 4.4 litres was made not so much with increased power in mind but to enable the 512 BB to meet increasingly stringent emissions targets without loss of performance. Changes to Pininfarina's inspired coachwork were, not surprisingly, few; an air-dam spoiler beneath the nose, brake-cooling NACA ducts ahead of the rear wheel arches, four rear lights instead of six and revised air intake boxes, while slightly fatter rear tyres meant that the width of the 512's rear grew by just over 25mm. The running gear likewise came in for only minor revision, gaining stiffer springs/anti-roll bars and altered damping rates, while the already excellent all-round ventilated disc brakes remained unchanged. Road & Track magazine had achieved a speed of 175mph in the preceding 365GT/4 BB, and although lack of road space prevented the discovery of their test 512's capability, Ferrari's claimed maximum of 188mph was felt entirely realistic. In 1981 the model was updated with Bosch fuel injection, becoming the 512 BBi. Once again, maximum power remained unchanged but there was more available at lower revs and increased torque. Possessing an engine directly related to Ferrari's contemporary Formula 1 unit, as well as being both lighter and faster than the legendary Daytona, the 512 BBi was one of the most capable and exciting supercars of its era. This lefthand drive restoration project is one of only 1,007 512 BBi models produced by Ferrari and was delivered new directly from Italy in April 1984 to the USA where it passed all the EPA regulations.

In 2002, it is believed to have only covered 7,000 miles and was in excellent condition throughout. Around that time however this 512 BBi suffered flood damage and was stripped down. Purchased by the current owner in 2014 and imported to the UK, it came with a new replacement engine. After a period of storage, all the components that came with the car were sent to Ferrari specialist QV London based in Windsor. QV have rebuilt the suspension and steering using new bushes and fitted new brake discs to make it a rolling chassis. They have also fitted the engine, flywheel (missing the clutch assembly), empty bell housing and gearbox which is believed to have been overhauled. The pedal box and brake servo have been fitted but the car requires new brake callipers and brake lines to complete the brake overhaul. The car is supplied with front and rear windscreens and both door glasses but is missing the rear ¼ light windows. Also missing are the seats, fuel tanks and exhaust system and it will require rewiring. We are told that it comes with some of the interior trim. Finished in its original Argento Silver with Black Connolly leather (VM 8500) this Ferrari 512 BBi is supplied with the American title documents, the NOVA certificate and, the Vehicle Production Data sheet from Ferrari Classiche. If you have ever aspired to own a 512, this represents an ideal and affordable opportunity, given its realistic estimate, to create and restore one of the ultimate Ferraris or even to convert it to a 512 LM recreation."

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