

CLASSIC DRIVER

1982 Ferrari 512 - BBi

BBi

- **Price**
Price on Request
- **Year of manufacture** 1982
- **Mileage** 19 875 mi / 31 986 km
- **Gearbox** Manual
- **Number of seats** 2
- **Number of doors** 2
- **Drivetrain** 2wd
- **Interior type** Leather
- **Drive** LHD
- **Interior colour** Beige
- **Condition** Used
- **Location**



- **Fuel type** Petrol
- **Exterior colour** Silver
- **Car type** Coupé
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Description

The Ferrari BB was first introduced in 1971 at the Turin Salon as the 365 GT4 BB and was a major move forward from the outgoing Daytona, most notably due to the mid-mounted flat-12 engine. This change in engine location was Ferrari's attempt to move away from a GT car and more into a supercar; a direct rival for the Lamborghini Miura and subsequently Countach.

There were only 400 365 GT4 BBs produced from 1973-1976 before Ferrari moved on to the 512 BB, the updated successor. Not only was the 512 an improvement in terms of usability, but also raw performance, mainly due to the larger 4.9-litre engine with dry-sump lubrication. Further improvements included a higher compression ratio, wider track and tyres to accommodate the 360bhp, capable of reaching 60mph in the mid 5 seconds. Stylistically, the 512 BB remained similar to its beautiful predecessor; twin rear lights and tailpipes being the most notable change, but even moving into the 80s, the Boxer was still one of the most stunning cars available.

The final development of the Berlinetta Boxer was unveiled at the 1981 Frankfurt Salon, the 512BBi. It had minor differences however to the outgoing 512 BB - chiefly the adoption of Bosch K-jetronic fuel-injection system instead of the Weber carburettors used previously. For many clients, the addition of fuel injection was a welcomed change; so much so that, today, the BBi is considered to be the most functional of all the Berlinetta Boxer models made by Ferrari.

Adopting fuel injection also increased the performance resulting in an extra 20 lbs/ft of torque over its carburettor predecessor, and the power-plant proved to be far more manageable overall. A sprint from 0-60mph took 5.4 seconds and it could reach 174mph. For the most part, aesthetically speaking, the BBi retained all the 512 BB character. By 1984, the final year of production before being replaced by the Testarossa, less than 1,000 512 BBs had been made.

The car we are offering for sale here was delivered new to Rome, Italy in November 1982. It was specified from new in Argento Metallizzato over Sabia hide, both of which remain original today. The car has been well cared for by its small handful of owners and maintains a comprehensive service history during its time in Europe and more recently the United Kingdom. The 512 BBi is one of the first fuel-injected cars to come from Maranello and its mid-engined layout makes it one of the most stunning designs to come from Pininfarina. Contact us now for more information or to arrange a viewing of this iconic car.

Joe Macari Performance Cars

First name Searle
249-251 Merton Road
London SW18 4JP
Great Britain
SW18 5EB
United Kingdom

Phone +44-2088709007

Fax +44-2088741511

<http://joemacari.com/>

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