
1979 Ferrari 308 - Steel Bodied - RHD - Dry Sump

Steel Bodied - RHD - Dry Sump

Price	USD 160 112 GBP 119 995 (listed)	Drive	RHD
Year of manufacture	1979	Condition	Used
Mileage	59 500 mi / 95 756 km	Location	
Gearbox	Manual	Exterior colour	Red
		Car type	Coupé

Description

The 308 GTB the direct descendent of the Dino was in production from 1976 to 1985. The 308's body was designed by Pininfarina's Leonardo Fioravanti, who had been responsible for some of Ferrari's most celebrated shapes to date, including the Daytona, the Dino and the Berlinetta Boxer.

The first production GTB rolled off the assembly line in 1976. It had a body made of fibreglass because Ferrari had no idea if they would sell enough to start a massive manufacturing campaign in steel. So they tested the waters with fibreglass which could be made more cost-effectively in small numbers. The instant success of the GTB meant that they started tooling up to build the car to a higher level of quality in steel like all other Ferraris.

The engine was a 3 litre 90 degrees V8, with belt-driven twin overhead camshafts per cylinder bank. It was transversely mounted in the unit with the transaxle transmission assembly, which was below and to the rear of the engine's sump. All models used a fully synchromeshed 5-speed manual and a clutch-type limited-slip differential. The suspension was all-independent.

The early cars and Fibreglass cars were equipped with carburetors and a dry-sump However in late 1979 the cars started to feature a wet sump and then in 1980 Ferrari made the leap to Bosch K-Jetronic mechanical fuel injection in order to meet ever more tricky U.S. emission standards. Clearly, Enzo Ferrari did not want to go this route as the race cars of the day retained carburetors. This change had several resulting effects to the 308. For one, it lost the intoxicating intake howl of the

Webers.

This 59,500-mile example offered for sale by DK is one of only 211 RHD dry-sump 308s. This 'Matching numbers' example, was ordered by Maranello Concessionaires in September 1979 in Rosso Chiaro, with Beige hide and fantastic red carpets. The car received a number of factory options; the deep front spoiler, wide wheels, and air conditioning. First registered on the plate MRY 750W by Tony Willis on 1st August 1980, at the time Tony was the GM of Ferrari dealer Coopers of Leicester and this 308 GTB was their dealer demonstrator.

This 308 has undergone a full mechanical and body restoration which was concluded in late 2020 by a leading specialist, the restoration included an engine refresh, suspension update, and an interior & glass out repaint. All chassis, brakes, and suspension parts were completely rebuilt and re-finished, all seals and bushings renewed. Both radiators were re-cored and all hoses renewed, together with a huge amount of detailed work to all components of the car. All five magnesium-alloy Cromodora wheels were blasted and renovated correctly and shod with new Michelin XWX tyres and the correct tyre valves. The detail was always very important with the finish of this Ferrari.

The interior was refreshed with new factory pattern red carpets in the exact colour match to original, beautifully retrimmed steering wheel & centre console, all the leather was renovated and preserved giving the interior a perfect and original looking finish.

Where parts needed replacing, only original NOS or refurbished Ferrari parts were used and the car is now 100% complete and correct down to the finest detail including all new rubber seals from the original manufacturer in Italy.

Both original & complete tool kits are present, including the inspection lamp, fuse/bulb pot, spare N-7Y plugs, and belts. The original book pouch with stamped service book, owner's manual, and dealer book, along with some Ferrari 308 brochures are with the car. Full detailed invoicing of all work done is in the history file, including a photographic hardback book showing the extent of the work.

The car has completed a handful of dry shakedown miles since restoration and drives superbly and sounds fantastic. This 308 GTB and its comprehensive restoration had been intended for long-term ownership, but a change of circumstances means this fantastic example is now available. A rare opportunity to own a properly prepared and preserved dry sump, carburetor car with a fantastic history file.

This example is available to view immediately at our showrooms outside London.

Please refer to our main website www.dke.co.uk for full details, additional photos, our terms of sale and accurate pricing as some websites may use out of date currency exchange rates:

https://www.dkeng.co.uk/ferrari-sales/1534/prestige_cars/ferrari_308_gtb.html

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