

1981 Ferrari 308 GTSi

2dr Spider • 8-cyl. 2927cc/205hp FI

#1 Concours condition

\$120,000

▼ -3.2%

#2 Excellent condition

\$99,000

▲ +1.7%

#3 Good condition

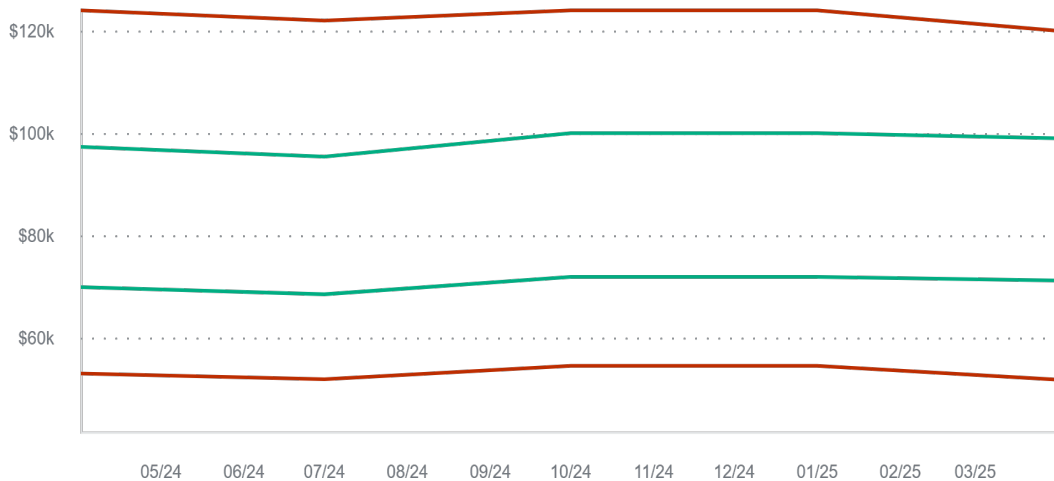
\$71,200*

▲ +1.9%

#4 Fair condition

\$51,800

▼ -2.3%



NOTE: The chart displays price changes for the last year.

Value adjustments

+15%
for factory a/c.

+15%
for factory 4-spd.

-10%
for auto.

Model description

The Ferraristi who remained unconvinced that the Bertone-designed 308 GT4 2+2 was a true successor to the gorgeous Dino 246 had their prayers answered when the Ferrari 308 GTB was unveiled at the Paris Show in 1975. Ferrari returned to Pininfarina for the 308 GTB's styling, and this two-seat, mid-engine coupe sat on a chassis with a wheelbase that was eight inches shorter than the GT4 upon which it was based.

Production started with the GTB Berlinetta in 1976, with the 308 GTS Targa variant being introduced in 1977. The first 712 308s Ferrari built wore fiberglass bodies before the company switched to steel. In all, just over 12,000 308s were produced from 1976 to 1985.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)® on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

These 3-liter, V-8 powered 1980s icons represent an excellent way to enter into Ferrari ownership due to their relative affordability and ease of ownership, and can be divided into three different series. The 308 was carbureted from 1976 to 1979, with 1976 and 1977 models being especially desirable due to their more aggressive cams and lack of emissions equipment. The 308 GTBi and GTSi variants from 1980 to 1982 saw Bosch fuel injection replace the previous generations' Weber carburetors, and finally in 1983 the 308GTB and 308 GTS Quattrovalvole (QV) introduced four-valve heads.

The early carbureted cars and the later QV cars are strongest in the market place with the 1980 to 1982 GTBi and GTSi two-valve, fuel-injected cars commanding less due to their lower performance. Some of the 1980 models were also plagued by an oil consumption issue following the switch from carburetion to fuel injection.

Ferrari 308s can be great fun to own and drive, provided you follow a preventative schedule of maintenance that includes the timing belts every three to five years. It also wise to avoid cars with rust, as this can be costly to fix. Body shell galvanizing was introduced in 1984, but even these cars can still rust, so vigilance is advised. It is also worth noting that most of the 1980 to 1982 GTBi and GTSi cars, as well as some QVs have metric wheels that narrow your tire choice to the costly and dated Michelin TRX. Today many owners choose to buy a set of the 16-inch wheels that came on the later QV cars in order to broaden their tire choices as well as improve cornering.

Body styles

2dr Spider

Engine types

8-cyl. 2927cc/205hp FI

1975-1985 Ferrari 308 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$2,310,000	\$912	\$116,025	1081

Equipment

Additional Info

Drive Type: RWD

Front Tire Size Code: U

Front Tire Size: Unknown

Manufacturer Code: C133

Market Segmentation: Luxury Exotic

Wheel Base Longest - Inches: 92.1

Wheel Base Shortest - Inches: 92.1

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.