

Preliminary Inspection Report

By Carl Jones Automotive P/L

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1976 Ferrari 308 GTB Blue/Parchment

0833 H5 44,622 miles showing

Chassis #20921

Body #190

Engine #00519

Transmission #00531

I. MECHANICAL:

The engine starts immediately from cold and quickly settles down to a smooth idle. Once warm the throttle response and absence of smoke are commensurate with the recent extensive engine rebuild by a marque specialist. The carburettors are clearly synchronised well. The transmission shifts smoothly. The clutch is slightly heavy.

The engine is due for an oil change, and at this time, it would be advisable to change the coolant, transmission oil and brake fluid. The oil pressure is high, a suggestion is to refill with a 10W-50 oil rather than the 20W-60 currently filled.

All instruments operate except the clock. The tachometer is slightly “jumpy” and all instruments show minor fogging to the glass. The illumination is dim.

The cylinder heads are fitted with replacement camshafts, at the service it would be advisable to have the valve clearances checked as this is now due. No compression test was performed.

The electric windows, switchgear and lighting (apart from the interior and door lights) is operational however the air conditioning system requires servicing. The ventilation controls are stiff and require lubrication. The battery is correct, however the battery clamp is missing as are the nuts that secures the battery cover. The horn is functional. There are minor cracks in the reverse light lenses.

Four correct Michelin 205/70-VR14 tyres are fitted which carry date codes of 4122 (41st week of 2022) and have 80% tread. The spare is aged, but correct. The wheel rims on the car have been painted correctly (an expensive endeavour being part magnesium) and correct stems are fitted. The spare rim carries its original paint.

The steering rack exhibits no play.

There is a minor oil weep from the distributor drive flange and from the front head around the exhaust camshaft area, however this is not urgent and could be rectified when the valve clearances are checked. The engine and transmission sumps are dry.

The ignition system features two new Marelli coils and the distributor cap appears new. The ignition leads are aftermarket. The alternator has been replaced recently.

The springs and dampers appear good, however the suspension bushes are aged. This is not urgent, and could be replaced at a later date. The brakes are excellent with a strong feel. The discs and pads were not able to be checked though appear serviceable. The brake hoses have been replaced.

The exhaust manifolds are correct and integrous, the muffler itself is the seldom seen but correct single outlet, fitted recently at considerable expense.

The engine bay hoses and linkages are in excellent condition. Some slight detailing work would lift the engine bay.

The cooling system is integrous, there are no leaks from the water pump and associated hoses. It was not possible to check the operation of the thermatic fans and coolant switch due to the low ambient temperature.

II. BODY, INTERIOR, and COSMETICS:

The body carries an older re-paint in the correct Blu Dino Metallizzato. Thin in some places, the paint is still very presentable. Showing some minor crazing and shrinkage around the front badge and centre of the roof. The door frames and exterior anodising are slightly too glossy. The left side headlamp bucket is sitting slightly high, an easy fix.

It is important to note the body was inspected as accurately as possible however no invasive techniques were employed to inspect behind the sills, wheel arches, inside the doors, scuttle, firewall or parcel shelf. It is recommended to have a further inspection by a bodywork professional to satisfy yourself that these areas are in good condition.

Often rotten on "vetroresina" 308s are the front chassis outriggers up to the radiator supports, an expensive and time consuming exercise to correct. The lower radiator supports display minor corrosion however no evidence could be found of corrosion to the front section metalwork and chassis outriggers.

The aluminium floor, which has been replaced, is in excellent condition. There is minor surface corrosion to the lip of the lower sills. The sills themselves appear integrous. There is a minor crease to the passenger side sill in front of the rear wheel arch.

The interior and boot show no evidence of the ingress of water, a legacy of the rubber seals being in good condition. The seats would respond to a clean and feed with hide food, especially the driver's side bolster, as would the steering wheel and door trims. The zipper for the spare tyre area and luggage compartment requires repair.

The centre console, headlining and carpets (save for heel wear on the drivers side mat) are in excellent condition and original, a legacy of sympathetic storage away from the sun.

Both seat belts lock and the webbing and latches are in good condition.

The Pioneer radio cassette works however the sound appears to suffer from interference. The left hand side of the cassette fascia is broken. The electric antenna is functional.

The glass is original, there is a layer of minor delamination to the base of the windscreen and the passenger side window has a minor vertical scratch. Some of the window channels are worn.

The passenger side exterior door lock is inoperative by key, the drivers side shows no such issue. The keys are the correct and original S.A.F.E. and Nieman brand with the factory key code stamped. The front hood has a later Ferrari bonnet stay.

There are some incorrect fasteners to the inner sills, door trims and belly pan, all easily correctable should you wish.

The boot contains the tool and jack kit. The tool kit is a later 308 version, the jack kit is correct, but missing some minor items such as the bulb box and emergency lamp.

The owners handbook wallet (genuine Ferrari) contains some early registration and service information and the owners manuals (genuine).

It is important to note that whilst the list of observed issues may appear extensive and by all means, not exhaustive, the following applies:

1. In the context of a 50 year old vehicle, the issues are minor.
2. None of the issues noted are of particular consequence. They are all easily rectifiable at moderate cost and in fact would make a hugely satisfying project, even for the competent home mechanic. Better still, most of the work does not involve the vehicle being off the road.
3. The vehicle provides an excellent base to further improve should the new custodian choose to, or simply enjoy as is knowing its drivetrain is refreshed and robust.
4. There are no Australian delivered dry sump 308 GTBs. This vehicle being the ultimate specification 308 GTB, is one of two in Australia that were sold new to Australians and exported from the United Kingdom immediately. The underside is a testimony to the lack of use on English roads.

Whilst every care is taken and carried out in good faith, it cannot be assumed as a guarantee that this vehicle is fault free. Where an opinion or observation is noted, it must be validated by further inspection.

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