


CLASSIC DRIVER



1991 Ferrari Testarossa

Lot sold	USD 106 634 - 133 293 GBP 80 000 - 100 000 (listed)	Drive	LHD
Year of manufacture	1991	Condition	Used
Chassis number	ZFFAA17B00007722	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	374		

Description

1991 Ferrari Testarossa Coupé
Coachwork by Pininfarina
Registration no. to be advised
Chassis no. ZFFAA17B000077224

Ferrari's flagship model in its day, the Testarossa supercar revived a famous name from the Italian company's past when it arrived in 1984. A 'next generation' Berlinetta Boxer, the Testarossa (red head) retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, which now boasted a maximum power output raised to 380bhp at 6,300rpm courtesy of four-valve cylinder heads. Despite the power increase, smoothness and driveability were enhanced, the car possessing excellent top gear flexibility allied to a maximum speed of 180mph.

Rivalling Lamborghini's Countach for presence, the Pininfarina-designed Testarossa succeeded brilliantly, the gill slats feeding air to its side-mounted radiators being one of the modern era's most instantly recognisable and copied - styling devices. A larger car than the 512BB - the increase in width being necessary to accommodate wider tyres - the Testarossa managed the trick of combining high downforce with a low coefficient of drag, its graceful body being notable for the absence of extraneous spoilers and other such devices. Despite the increase in size over the 512BB, the Testarossa was lighter than its predecessor, the body - its steel doors and roof excepted - being, somewhat unusually for a production Ferrari, of aluminium. Luxury touches in the well-equipped cabin included air conditioning, electrically adjustable seats, tilting steering wheel and plentiful leather. Unlike some of its rivals, the Testarossa possessed light controls and was relatively easy to

drive, factors which, allied to its outstanding performance and stunning looks, contributed to an instant and sustained high level of demand. Even when new, Testarossas changed hands for substantial premiums over list price in the late 1980s.

A Europe-delivered model with the correct Tipo F113B engine, this Testarossa was exported to Japan at some time, seeing little use there, and was purchased by the current vendor in May 2015. Since arriving in the UK, it has been extensively re-commissioned by Lights Cars Action of Bordon, Hampshire. This re-commissioning included engine removal, replacement of cam belts, new clutch, overhauling brake callipers, new fuel pumps and hoses, new electric window motors, new distributor caps and HT leads, reconditioned starter motor, replacement brake master cylinder, etc. LCA's bill for £17,676 is on file and the car also comes with a current MoT certificate and UK V5C registration document. Even today few cars can match the on-road presence of a Testarossa, and this example represents a rare opportunity to acquire one of these high-performance works of art.

Bonhams 1793

Bonhams

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