


CLASSIC DRIVER



1987 Ferrari Testarossa

Lot sold	USD 131 363 - 157 636 GBP 100 000 - 120 000 (listed)	Drive	LHD
Year of manufacture	1987	Condition	Used
Chassis number	ZFFAA17C00007269	Location	
Number of seats	2	Fuel type	Petrol
Drivetrain	2wd	Exterior colour	Other
Lot number	309		

Description

1987 Ferrari Testarossa Coupé
Coachwork by Pininfarina
Registration no. E731 APU
Chassis no. ZFFAA17C000072699

'There are fast cars and fast cars. None of them comes close to the 180mph Ferrari Testarossa: it is firmly in that top echelon of high performance cars for which perhaps only two or three rivals qualify. The Testarossa is so excitingly fast you can relive the moments of spine-tingling acceleration from the mere mention of the revered name.' - Motor.

Ferrari's flagship model, 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 retained its predecessor's amidships-mounted, 5.0-litre, flat-12 engine, the latter now boasting 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. In 1992 the original Testarossa was succeeded by the updated 512TR version, which came with 428bhp on tap, while ABS brakes were added to the package before the 512TR was replaced by what would be the Testarossa's final incarnation ? the 512M ? for 1995. For the first time there were major cosmetic changes: the original pop-up headlights being replaced by fixed lamps beneath clear covers, the grille size reduced, round tail lamps adopted, and three-piece wheels fitted. Titanium connecting rods went into the engine, which produced marginally more power and torque than before.

First registered on 12th August 1987, this un-restored example of the legendary Italian supercar has been owned by the current vendor since 1989. He bought the Ferrari, which had covered a mere 900 miles, from Maranello Sales Ltd at Tower Garage, Egham. From correspondence, it appears that the car had been ordered and purchased by one of their clients, who almost immediately put it up for sale. When the vendor took delivery, all the original polythene wrapping was still in place on the seats, etc.

Chassis number '72699' is an early car with knock-on wheels, but does not have the so called single 'flying mirror' that was such a controversial feature of the first examples. This Testarossa has been professionally stored in a humidity-controlled environment by Storacar, and is described by the vendor as in excellent condition throughout, having covered a mere 8,173 miles from new.

In 2015 the Testarossa was invited to the 'Earls Court' display at the 2015 Goodwood Revival meeting. It comes with a good file of history, including the 1989 purchase receipt and bills and photographs relating to the most recent cam belt service, which was carried out in 2014. A head-turner wherever it goes, this wonderful Testarossa wants for nothing and would be the perfect addition to any collection of Ferraris.

Bonhams 1793

Bonhams

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