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## Ferrari testarossa price

A Ferrari Testarossa for sale in 2020 can range pretty significantly depending on condition and year release. On average, a Ferrari Testarossa will run a car enthusiast between \$95,000 and \$200,000. The original Ferrari Testarossa price was fairly steep \$181,000 in 1989 and was also subject to a gas-guzzler tax of \$2,700. Famously, the Testarossa Spider (the only official convertible version of the Testarossa in 1986) was auctioned off by Fiat chairman Gianni Agnelli's family in 2016. The car was a commission for Agnelli's twenty years of chairmanship for the company. The Ferrari Testarossa was initially in production from 1984-1996. The luxe sports car was designed by Leonardo Fioravanti, Ian Cameron, Guido Campoli, Emanuele Nicosia, and Diego Ottina at Pininfarina S.P.A. Its predecessor was the Ferrari BB 512i and the Testarossa was succeeded by the Ferrari 550 Maranello. Including all of the revised variations that were designed throughout the Ferrari Testarossa's ten-year production run, approximately 10,00 cars were produced. This makes the Ferrari Testarossa one of Ferrari's most mass-produced sports car models. LeBron James Buys Wife Ferrari Testarossa 1994 Ferrari F512 M Many different types of Ferrari Testarossa reviews focus primarily on the aesthetics of the vehicle, which is somewhat understandable- it's a gorgeous sports car whose image adorned the walls of auto shops and teenage bedrooms for many years. Its likeness was even featured in video games like Grand Theft Auto III, Micro Machines V3, and Impact Racing many years ago. So what is it like to actually drive one? Well, it's difficult to say. Many Testarossas were kept in collection storage and eventually experienced hose and seal deterioration. From what reviews can be found, the Testarossa's 12-cylinder engine was quite loud, which only added to the car's appeal. It is also quite fast for its time. (Which we'll dive into later on in this guide.) The Testarossa Spider, a variation of the original Testarossa, was only produced as a single model for Gianni Agnelli. Ferrari diehards constantly requested that the Spider see mass production, but Ferrari refused. This was because the variant had significant structural and spatial challenges that would be too difficult and costly to resolve for mass production. Ferrari Testarossa Specs Price: \$181,000Engine: 4.9L Flat-12Transmission: 5-speed ManualHorsepower: 385Torque: 361 lb-ft0-60 mph: 5.0s1/4 mile: 12.7sTop Speed: 180 mph The Ferrari Testarossa engine was a 4.9 L Tipo F113 and Tipo 113 B flat-12. Its engine layout with rear mid-body and featured rear-wheel drive. It was also mated exclusively as a 5-speed manual transmission. The naturally aspirated 4.9 L (4,943 cc) 180 degree Ferrari flat-12 engine featured DOHC 4 valves per cylinder, totaling forty-eight valves per vehicle. It is lubricated through a dry-sump system. The Ferrari Testarossa engine had a compression ratio of 9.20:1. These features all combine provided a maximum power output of 287 kW (390 PS; 385 hp) at around 6,300 rpm. It also had a maximum torque of 490 N·m (361 lb·ft) at 4,500 rpm. Initially, U.S. editions of the Ferrari Testarossa had noticeably less power at 283 kW (385 PS; 380 hp). The Testarossa is capable of accelerating from zero to 62 miles per hour in about 5.3 seconds and up to 50 miles per hour in just over five seconds. The top speed of a Testarossa is believed to be around 180 miles per hour. The Ferrari Testarossa 5-speed manual transmission is rear-mounted in all versions and editions of the vehicle. In keeping with tradition, it would be the last Ferrari to have a dog-leg first gear. The logic being that when racing the driver would be in 2nd and 3rd primarily. With first gear being bottom left, reverse gear is locked out at the upper left. With a strong on-center feel, classic Italian transmissions require strong arms. Compared to any modern car, it is a visceral experience feeling and hearing the shifter slide through the gates. A propeller shaft connects the output to the differential, and it acts as a fuse. When abused, the shaft polishes the differential and it can snap under hard launches. Given the cost of a full rebuild, go easy and double-clutch as often as possible The Ferrari Testarossa interior was nothing particularly special, though many of its features were common during its production time in other luxury sports vehicles. Most versions of the vehicle came with interior leather upholstery in either red, brown, white, or black. Many Ferrari enthusiasts have taken to customizing the interior of their Testarossas. The Testarossa was also designed to be a bit larger than its predecessor, leading to an almost comically wide interior. Still, this provided for more luggage space without compromising speed or weight. The front forward-opening hood feature carpeted storage space. The Testarossa also had twin side radiators that were close to the rear engine, rather than a radiator in the front, which made for a cooler cabin temperature. The Ferrari Testarossa brakes boast a diameter of 12.4 inches for the front and rear brake diameters of 12.20 inches. Currently, there are many aftermarket Ferrari Testarossa performance brake callpers, pads, and rotors available. Because the original brakes on Testarossas are relatively easy to service with use, many car enthusiasts have taken to creating and installing heavy-duty brakes more suitable for today's challenging tracks. Miami Vice Ferrari Testarossa Set to Cross the Block at Mecum Ferrari Testarossa Standout Features While the Ferrari Testarossa was likely very fun to drive in its original days, the model itself has become famous for its sleek, unique, and edgy look. The Ferrari Testarossa from Miami Vice was one example of this. The American crime drama television series aired from 1984 to 1990. In a famous lawsuit, Ferrari demanded that the production team behind the show would stop producing (and then selling) fake Ferrari replicas during filming. In an amicable agreement between the two entities, Ferrari decided to offer two free 1986 Testarossas to the team as long as the replicas were destroyed. In a famous season in the show's third season, Crockett is given a sharp white 1986 Ferrari Testarossa with a Florida license plate to complete his cover as a high-rolling drug dealer. A legendary car in itself, the Ferrari Testarossa was known for having a unique look, a decent speed for its time, and for being so widely produced by Ferrari. Browse All Ferrari Testarossa For Sale Once upon a time a driver-grade Testarossa was one of the best ways to join the Ferrari club while spending less than the price of a new Corvette. That time was about a decade ago, when very average Testarossa values had been languishing in the \$45,000 to \$75,000 range for a while, helped in no small part by collector indifference, a "Miami Vice" image, the 2008 financial crisis and simply being viewed as a used car. The potential for big bills kept the average Joes with the money to afford the price of entry away, while the serious collectors were interested in more serious Ferraris. Those days are over, helped in no small part by some kids of the 1980s finally having the money to buy the car that was on the poster in their room. If you haven't noticed, the supercars of the 1980s have been having a moment, and those delivery-mileage examples that had been stashed away in climate-controlled (or climate-uncontrolled) garages are racing each other on car carriers to auctions. Even Crockett and Tubbs' own Testarossa zoomed off to the auction block, with a Phil Collins cassette waiting to be put in the in-dash stereo. What's changed in the past decade when it comes to the Testarossa? We can point to a few obvious factors. A decade ago the Testarossa, which in its final F512 M form left the assembly line merely in 1996, was still just a used car. That's right: The last iteration of the Testarossa overlapped with the dial-up internet age, even though they were still thought of as cars of the 1980s. Those who wanted to look like Ferrari owners but were on a budget bought 1990s cars like the 360 and the 550. The Testarossa to them, a decade ago, looked excessively dated, helped in no small part by that very "Miami Vice" vibe. If they spent just a little more, they'd be in a 550 Maranello or some other Ferrari that was merely a decade old, instead of being two decades old or more. Autoweek Another factor was that the Ferrari collector community had an oversupply of Testarossas in all conditions and mileages, which didn't favor the very best cars - their price ceiling was pretty modest - and nobody was out to overspend on a really nice Testarossa. It was a buyer's market, and the buyers weren't really doing any buying to begin with. The buyers were also of a different age group. The older millennials and younger Generation Xers were not yet a Ferrari-buying demographic - and if they were, odds were they were leasing a new Ferrari to park in front of a fancy restaurant on a Friday night. The 4.9-liter flat-12 (technically a 180-degree V) of the Testarossa was powerful but no longer modern, and the transmission took some skill to maneuver at low speeds, especially if you wanted to get into a downtown parking garage. The younger buyers were looking for a Ferrari with a USB port. In short, the older Ferrari collectors had no love for the Testarossa, while those who liked them didn't have the money to buy a nice example that didn't have scary mechanical needs. The financial crisis of 2008 also served as a before-and-after point for the collector car market, when it concerns cars of the 1980s. In the years right before the financial meltdown, years that had been very favorable to the collector car market, the interest of serious collectors was largely confined to the obvious mega-hits of the 1980s like the Ferrari F40, the Porsche 959 and one or two other distant third and fourth choices. A short-lived lull followed in the market when Ferrari values were trapped or declined a bit. But when things started to rebound in 2013, a new generation of collectors was already looking at the cars of the 1980s with cash in hand. That's when we began to see a stampede of delivery-mileage 1980s supercars head to auction, as Testarossa values surged. A lot of those cars were bought new between 1988 and 1991, when Ferrari dealers had an oversupply of used Testarossas that never found buyers because of the financial crash of 1987. So buyers in 1988 and 1989 were often able to pick up two cars almost for the price of one, as Ferrari dealers traded unsold examples among each other. In 1989, new Ferrari buyers already wanted the new 348, so if they were in the market for a new Ferrari the Testarossa was already a little stale to their eyes. Autoweek At the moment, concours quality cars (that are not delivery-mileage) go for \$110,000 to \$125,000. A red 1991 example with a claimed 8,000 miles on the clock - very realistic, all things considered - went for \$120,000 on Bringatrailer last year. Condition 2 cars, with some miles and some cosmetic issues, are still trading between \$90,000 and \$110,000. A 1989 example on Bringatrailer with 34,000 miles and a reupholstered dash brought \$82,399 just days ago. The cars that were driven hard and missed a few service appointments - those are still around \$70,000 today, up from \$40,000 a decade or so ago. Then there are a few really sketchy cars in the \$50,000 range, but you don't want those. Regardless, not long ago this is where clean examples with few cosmetic needs used to trade. Delivery-mileage examples are in their own category, and they trade around \$250,000 and a little north of that. The time to get in on Testarossas has arguably passed. There are still enough out there for a wide range of mileage, color, modification and condition choice, but the price of entry is not where it used to be. In the past decade, the Testarossa has gone from being a used Ferrari that required some skill to handle properly and a mechanical gamble, to a collector item that now sees the 1980s very far away in the rearview mirror. The model, after all, is now 35 years old, and has already seen the bottom end of its depreciation curve. 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