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VALUE GUIDE

Collector's Edition 1995



Collector car tests

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performance cars
Holden Monaro feature**



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Ferrari



Ferrari and Rolls-Royce buyers used to share one belief: if you need to ask how much the car costs you can't afford it.

During the late 1980s, Ferrari values soared to breathtaking levels. Rare versions broke through the \$US1 million barrier with monotonous regularity and the one collector was so smitten he offered ten times this amount for a 250GTO sports/racer.

In the wake of global recession, prices have tumbled by up to 75% but the daunting cost of running Italy's most recognisable supercar still remains.

The majority of Ferraris built during the past 20 years have been V8-powered. Most common and affordable

This 1960 Ferrari 250GTE is ready for classic rallies.

are GT4 Dinos, Mondials and the attractive 308 GTB and GTS.

For collectors and 'cost no object' enthusiasts, none of the above can match the allure of a 275GTB or Daytona or the compact brilliance of the 246 Dino. But if your Ferrari is to be regularly driven, a V8 model or the V12 400i saloon represent more practical choices.

The 400i sold in Australia between 1977 and 1985 and was a direct descendent of the mid-60s 365GT. It

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A 1980 Fiat Spider

retained the earlier car's front-engined layout but is distinguished by a more angular nose with rectangular headlamps.

Inside the 400i is sumptuous and spacious - if such a word can be applied to any Ferrari - with four leather-trimmed 'armchairs' and acceptable leg and head room.

Performance from the 4.4-litre V12 is ample without being spectacular. A high proportion of the cars sold in Australia were fitted with automatic transmission. Good pre-1980 examples sell for between \$50,000 and \$65,000 with late-series cars close to \$100,000.

Pick of the V8-engined Ferraris is the 308 GTS Targa. Styling combines the profile of the larger Boxer model with hints of 246 Dino. The three-litre V8 develops 190kW for a top speed around 250kmh. Handling was described by contemporary road-testers as 'outstandingly well-balanced'.

Like all Ferrari engines, the V8 needs regular attention to avoid expensive failures, but there is no reason why a properly maintained 308 won't be reliable in daily use.

\$80,000 will buy a very good 1979-81 308GTS, with

coupes in similar condition between \$70,000 and \$75,000.

Those who just want a Ferrari for sheer indulgence should consider a 246 Dino. Values which dropped by \$30,000 during the past four years are starting to regain lost ground. A very good one will cost \$120,000 - \$130,000.

Fiat

The Fiat 124 Coupe made its Australian debut in 1968 and was immediately successful thanks to clean lines and a bargain price tag. Performance from the 1.4-litre overhead camshaft engine wasn't spectacular but the handling, brakes and classy interior were.

As so often happens, the BC model which followed was a disappointment. Heavy-handed styling changes spoiled the car's looks and the enlarged 1.6-litre engine was only marginally more powerful than its predecessor.