

CLASSIC DRIVER



25 February 2002 Bonhams at RAF Museum, Hendon, London Review

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The top price paid at RAF Hendon was for a 1973 Ferrari Daytona with a Spider Conversion “via Maranello Concessionaires”. This fetched £60,000 including commission, almost double the next highest sale price - the mint and very pretty 1940 BMW 327 Cabriolet. The battle for the 327 came down to two ‘phone bidders, and the final victor paid £32,200.



This was bang on the estimate but seemed a bargain price for the sleek, two-tone blue and white cabriolet.

When rapid and competitive bidding took the selling price of the 1961 Jaguar Mk2 3.8-Litre up to £31,050, it seemed that Mk2s must be back in favour in a big way. But then an outwardly similar (though rather less shiny) car went for much less: so perhaps it was just a case of “the right car will always fetch good money”.

The 1974 Aston Martin V8 Saloon looked to be the best early example of this model to hit the auction market in a long while. A genuine one-owner-from-new car, it came with a very full history, was perfectly maintained, and went for £31,050. Apparently the vendor had spent £75,000 on renovation and updating in 1996 alone. The work was done at the Aston Martin factory and included a Vantage engine conversion. What a bargain for a real classic supercar.

It was sad that the 1962 Tatra T603 Saloon didn’t sell. Very rare, this was the best of its kind you’ll ever see and was owned by a leading light of the British club. But it only went to £7,000, which wasn’t enough.

The final lot of the auction, a 1981 Ford Minster Auto Limousine, was leased from Ford by the Royal Household and based at Clarence House for some years. But the Queen Mother’s stretch Granny could only attract a top bid of £1,610, including commission. A sign of the times, perhaps?

Please see the [Results Table](#).

Text: Charis Whitcombe and Tony Dron

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