

CLASSIC DRIVER

[These are the 10 classic cars the experts will be watching in 2015](#)

Lead

Rather than regretting missed opportunities in 2014, how about planning your investments for 2015 instead? We've asked 10 of the classic car world's most knowledgeable experts for their personal 'one to watch' in the coming year...

Ferrari 365 GTB/4



James Knight of [Bonhams](#) believes Ferrari's Berlinetta Boxers could enjoy a surge in popularity in 2015: "Although the model morphed from 365 to [512](#) and then [512i](#), I'll plump for the earliest variant – the [365 GT4 BB](#) – because it was the first of the breed, and the car in its purest form. I believe the evolution of a model, or theme, can sometimes detrimentally affect a car's desirability (think [E-type Jaguar](#) and [Lamborghini Countach](#)), and I would suggest the early Boxer falls into that category.

"It has the purest aesthetic form: who can resist those six exhaust stubs in two banks of three? It was Ferrari's first mid-engined road car. It is the rarest variant of BB, just 390 or so built with around 60 destined for the UK market. And, when compared with how [Daytona](#), [Miura](#) and Countach prices have moved, I'd suggest they look good value."

Porsche 959



David Gooding, President of American auction house Gooding & Company, sees further potential in Porsche's 1980s four-wheel-drive supercar: "One model that is already on the rise and will continue to trend upward is the [Porsche 959](#). We have sold both the Komfort and Sport models in recent auctions and not only have we seen increased hammer prices, but the overall demand and interest is undeniable. Every time we get a chance to offer one of these rare supercars at auction we know the result will be strong, and bring new energy and future generations of buyers to our auctions."

Aston Martin V8 Vantage





Tom Papadopolous of American dealer [Autosport Designs](#) expects a personal favourite of his, the [1970s/80s Aston Martin V8 Vantage](#), to perform well in 2015: “These models were built in extremely limited numbers, approximately 350, dependent upon how you break up the different series and specifications for the world markets. The earliest of this series (bolted and moulded flip tail) saw 38 in total manufactured. I refer to them as a modern [DB4 GT](#) although, in truth, they are more similar to the extremely rare DB4s that were fitted with GT specification engines, more of a gentleman’s GT than an all-out racer.

“Rare, and manufactured in limited numbers, they have only recently risen in value; they are cost-effective to own in comparison to various other supercars, and are happy to be used both in town, and when barnstorming across the continent with the air-conditioning on. Paul Frère described them as ‘civilized Ferrari Daytonas’. They have a long way to go in the marketplace, and have an excellent place in history. The current market pricing is inexpensive in comparison to various other supercars of the same era in today’s market. All of this said, I am prejudiced: I own one that has been in the family since new, and I renew my love affair with it every time I have the chance to get behind the wheel. Examples in today’s market will run from £125,000 to £300,000, depending on the condition and variant.”

BMW M3



Chris Routledge, Managing Partner at British auction house Coys, thinks the more humble icons of the 1980s will pique interest the most: “I think it is very fair to say that all the established collectable marques have set their level and their markets over the reformation of the historic car market in the last five years. As such, well-known and famous collectable cars really are no mystery any more, in terms of where their values are likely to go, and I feel it is cars from the later period of collectability where we will see exciting records in the future – fast [BMW](#)s, early Alpinas and early M-division models are set to do very well, along with some of the great fast Fords of that period as well, such as the [Ford Sierra Cosworth](#). This is where the growth will be in 2015; this is new and exciting ground for the car market, and these are the ones to watch.”

Lamborghini Espada



Pierre Novikoff, Motor Car Specialist with French auction house Artcurial, also predicts heightened interest in 1980s icons in 2015, but insists there might still be movement elsewhere: “I think the [Ferrari Testarossa](#) will move very quickly in 2015 – it’s simply impossible for it stay at its current value for much longer. But the [Lamborghini Espada](#) might surprise some people in 2015: they can seat four within a shape like no other, and the Lamborghini market is very active at the moment. Some won’t appreciate the distinctive styling, but prices of the Miura and some of the other sought-after models will pull the values of the less-embraced models up with them. The [Bugatti EB110](#) is also one to watch.”

Enzo Ferrari



James Cottingham of [DK Engineering](#) knows his classic Ferraris inside out, but suggests more recent limited-numbers cars from Maranello might perform well in 2015. “You could choose any of the modern classic Ferraris from the last decade – [360 Challenge Stradales](#), 16Ms, [430 Scuderias](#), [599 GTOs](#), [599 SA Apertas](#), and [Enzos](#). If I were to pick one in particular to have the largest percentage increase in appreciation, it would be the Enzo; we’ve noticed in the last month the interest in those become a lot stronger. There were lots of enthusiasts that were holding on for a LaFerrari but were ultimately disappointed – a good, 10,000km Enzo will set you back £900,000, while its digitised successor might cost between £1.3 – 1.5m on today’s market.”

Porsche 911 (964)



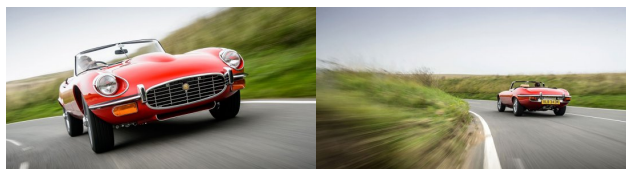
“Exceptional cars will always find an exceptional level. It may sound poetic, but it’s always more pleasing to ‘discover’ cars that have not been previously available on the market,” says Nick Whale of Silverstone Auctions. “This is something buyers can get really excited about. It’s clear following our unprecedented result with our beautiful [Mercedes-Benz 190SL](#) at the NEC Classic Car Show Sale that these are hot property, as well as [Pagodas](#), too. However, my ones to watch will likely come from the late 80s and early 90s. [Porsche 964s](#) in particular seem to me to have been under-appreciated for too long now.”

Maserati Sebring



Bernhard Kerkloh of German dealer Movendi thinks there’s still a way to go for the Italian gentleman’s GTs of the 1960s, singling out one in particular: “For me, the [Maserati Sebring](#) is an interesting investment tip. Only 591 examples of this car were built – it’s a classic Gran Turismo, rivalling the [Aston Martin DB4](#) and [DB5](#) in period. Compared with the Aston Martins, the Sebring remains relatively inexpensive – and that’s assuming you can find one for sale. The number of cars currently available for sale on the global market can be counted on one hand.”

Jaguar E-type V12



Henry Pearman, owner of [Eagle E-types](#), singles out the lesser-loved V12 variant of Jaguar’s legendary roadster as his one to watch. “Without being biased, many people are commenting on what good value the [V12 E-type](#) is looking at present, and certainly when compared to its early-1970s contemporaries. It was the last and most advanced E-type, and therefore better-suited to modern traffic conditions due to its improved brakes, cooling and electrics – that V12 also has Le Mans and Daytona-winning pedigree. For something a little special, the final 50 RHD ‘[Commemoratives](#)’ were all painted black (bar one BRG example) with a cinnamon interior trim, and carried an individually numbered plaque to commemorate the final run of the E-type after 13 years in production.

Price-wise, a usable and tidy example will start at around £75,000, with high-quality cars ranging between circa £120,000 and £200,000 – the Commemoratives tend to carry around a 50% premium over the regular model. The coupé is very hard to find in exceptional condition, and prices range from £30,000 right up to the very best cars, which are still under £100,000.

Porsche 930 Turbo



There are more Eighties expectations to come from RM’s Managing Director Max Girardo, too: “I’ve decided to settle on a definite market trend that I believe is set to continue. There is a growing love for the poster cars of the 1980s – cars like the Countaches, Testarossas and [930 Turbos](#). When it became decidedly uncool to be a Miami Vice and Filofax fan, these cars dipped and languished at the bottom of the classic supercar desirability league table. But things have changed, and people are beginning to realise that the era of excess was also the era of some of the most incredible and outlandish car design that we’ve ever seen - the bigger, the wider, the more bewinged and the brighter the shade of red, the better! They’ve been too cheap for too long and that is already beginning to change, so grab a Flatnose 930 Turbo now while you still can.”

Photos: Bonhams, Gooding & Company, Nick Zabrecky for LBI Limited, Alex Penfold for DK Engineering, James Lippman for Eagle E-types, RM Auctions

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