

UNDER THE HAMMER

It's a while since I've stood idly watching the proceedings at a classic car auction and wondered if the telephone bidder in Germany really knows just how much rust there is in his intended purchase, so it was interesting to recently take part in this popular spectator sport once again. The featured cars were of a make that need not concern us here, but there were four Italians among them so here are the details.



Two of the four sold, so let's look at those first. The first was one of the least-loved of *Ferraris*, a 1982 *Mondial*, although quite why this model has had to suffer such discrimination for so long is something of a mystery. This example was in the less-usual but very effective blue chiaro with a crema interior and had some good provenance. Unfortunately, time was catching up with the coachwork in a number of areas that would not be so easy to rectify -where the c-pillar joins the top of the wing and around a door handle, for instance- and I couldn't help thinking that it would be better to simply spend more on a better example and save money in the long (and probably even short) term. However, it sold for £6785 against an estimate of £9000-11000 but would only be a bargain for someone with the time and the ability to carry out the repairs themselves.



Next was a *Southern Roadcraft Ferrari Daytona Spider Replica*. Over 100 of these kits were made up to 1991 and they could certainly look the part if enough attention was paid to the detail. In fact, this one had even had its usual Jaguar V12 made to look like a Ferrari unit. With a £1500 number plate and less than 500 miles from new it was surely the one to buy for anyone in the market for an example and made £11500 against an estimate of £17000-20000.



Of the no-sales, the 1986 *Ferrari 412i* has long been a favourite of mine since its predecessor, the 400i, came out.

This seemed to be a really nice example with a good history and -being even less liked than the Mondial- should have been a bargain at its estimate of £12000-15000. A V12 Ferrari for that little? Will these cars never get the recognition which I feel they have long-deserved?



The second no-sale was another replica, this time an *NF P4*. This certainly looked the part and was hard to fault appearance-wise, especially as less than five of the original Ferrari P4's were ever built. This was actually owned by its creator, Neil Forman, from 1991 to 2009 and was powered by a Renault V6 and while hard to value was estimated at £27000-30000.



It was, as ever, an interesting experience watching the drama of bidding unfold for each lot and some buyers were on something of a shopping spree. You really have to know what you are doing to an even greater extent than in normal car buying though, and self-discipline is certainly required!

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