

CLASSIC DRIVER

These modern supercars might make you rich

Lead
It's well known that a new car loses a significant proportion of its value as soon as it's driven off the forecourt. But when it comes to the latest crop of hybrid hypercars, this doesn't seem to apply...



Looking at the top 10 highest-value cars from [the recent Arizona auctions](#), there was an unusually high number of modern models listed. Bonhams sold the last McLaren P1 built for the US market for 2.09m US dollars (incl. premium) – a figure almost one million dollars more than its original list price. Barrett-Jackson, meanwhile, realised 1.76m dollars for its Weissach-spec Porsche 918 Spyder (around 800,000 above list), and RM Sotheby's sold its similarly specified example for 1.595m dollars.



It's not just the very latest supercars that are performing well in the market, but also those from the mid-1990s. Gooding &

Company's 2003 Ferrari Enzo fetched an impressive 2.86m dollars, while its 1995 Ferrari F50 achieved 2.4m dollars. And in March, the auction house has estimated that its [5,000-mile F50](#) (with rare luggage option) will make 2.4-2.8m dollars. Admittedly, values are a little more modest this side of the Atlantic - [RM Sotheby's sold a black Ferrari Enzo](#) with 'repaired accident damage' for a surprisingly strong 1.57m euros in Paris last week, and agreed a post-sale deal on its F50 for 1.275m euros.



Between 2004 and 2006, 1,270 Porsche Carrera GTs were produced and, according to the analysis of the Historic Automobile Group, the 10-cylinder supercar enjoyed the greatest growth in value (23.7%) of all classic Porsches in 2015. At Monterey last August, Mecum auctioned an ultra-low-mileage example for one million dollars (hammer, exclusive of buyer's premium) and in Arizona, RM Sotheby's sold a one-owner Carrera GT for a comparatively low but still impressive 795,000 dollars. How will the [silver/brown example](#) fare at the RM Sotheby's Amelia Island sale?



Those looking to join the supercar club should observe a few simple rules. Low mileage, meticulous maintenance, an attractive colour combination, a significant production number and, if possible, a famous previous owner are all ingredients for maximum return. The final Ferrari Enzo built is a good case in point - built for Pope John Paul II in 2005 and boasting just 179km on the clock, it was [bought at Pebble Beach last year for six million dollars](#). A heavenly high-tech Prancing Horse - we'll forgive the sinful price just this once...

Photos: RM Sotheby's, Gooding & Co, Bonhams

Gallery

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