

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead
In the ever-diverse world of classic and collectable cars, tastes can change in an instant. For this week, we've collated five cars that are all worth showcasing based on their looks, rarity, or in some cases, down right lunacy!



Blame it on Crockett

You flick through the cassette tape box to dig out your go-to Simple Minds track, pull out your darker-than-dark Ray Ban Wayfarers, give the fluffy dice a quick squeeze for luck, and drop the clutch leaving a thick set of elevens on the Country Club forecourt. In almost every case, doing this in a vehicle would be frowned upon by almost everyone within the vicinity, but doing it in a Ferrari Testarossa, specifically a white one, is totally excusable, it's what Miami Vice's James Crockett would have done after all.

The Testarossa is, as we're certain many of you will know, far more than just a slice of 1980s pop culture. It was Ferrari's rari's flagship model, reviving a name synonymous with the brand's past when it arrived in 1984. Replacing the Berlinetta Boxer, the Testarossa retained its predecessor's 4.9-litre, flat-12 engine, but now boasting 380bhp at 6,300rpm courtesy of four-valve cylinder heads and technological advancements over the BB. They came in many shades, most of which Rosso Corsa, but this White over Tan, Monaco registered example is just about as cool as 1980s supercars get.

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A Bug’s Life

The 1970s was an immensely busy time for Porsche. While working tirelessly on the 908 and 917 sports prototype programmes, which would eventually lead to some of the brand’s finest racers, the brand still found the time to work on a variation of the mid-engined 914.

The result was this, the 914-6 GT, a showcase of weight-saving and balance over outright speed, setting its sights firmly on the far more powerful racers within its class. The ambition proved successful during the 1970 24 Hours of Le Mans, which saw the 914-6 GT finish first in the 2.0-litre GT class and sixth overall. This 914-6 boasts an important period SCCA racing history and features a distinctive Richie Ginther-style low windscreen and a roll hoop. Approximately 15 years ago, the 914-6 was treated to a bare-metal restoration performed by one of the original team mechanics during the 1970 and 1971 seasons to return the car to its as-raced SCCA specification and livery, allowing its new owner to once more experience the wind in your hair and bugs in your face feeling for years to come!

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This Charming Man

We often talk of some classics ageing like a fine wine – the Mercedes-Benz R129, Ferrari 456 GT, and Jaguar XJ-S are a few fine examples, but few have done it quite like a sports coupé built from the unlikelyst of brands: Volvo.

The P1800 made its debut in 1960, a couple of years after a failed attempt to turn the world on to a sportscar from Volvo. Perhaps it was down to its effortlessly handsome looks, refined and spacious interior, or Jensen Motors-assembled body, the P1800 struck a cord with those looking for a conversation starter as well as a fantastic driver’s car. As the decades tick by, other sports cars from Jaguar, Lotus and Triumph have all rocketed in price, allowing the Volvo to be enjoyed for a rare more reasonable sum of money. This freshly restored example looks readier than ever to be enjoyed to the fullest by its new custodian!

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Countach: The Sequel

Collectively, the motoring world took a rather large gasp when Lamborghini announced they'd be producing a limited run of new cars based on their iconic Countach. That gasp was quickly followed by the murmurs of "Please, please don't f*ck this up." Thankfully, Mitja Borkert and the Lamborghini design team knew just how to blend the historic with the future.

The result was the Countach LPI 800-4, a hyper-exclusive design masterclass that continues where the original Countach left off fifty years prior at the Geneva Motor Show. Limited to just 112 units, this German-registered example finished in a vibrant metallic orange over beige has seen plenty of adventures, acclimating over 6,000km since 2022. Sure, it may not be as outrageous as the original, but as a car that blends the model's extensive history and popularity with ultra-modern technology, we think Lamborghini got this one just right!

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Loafers at the ready

Let’s face it, we’d all buy an early NSX such as this one, only to squeeze into your finest driving loafers, don your thin-framed Ray Bans and exclaim to nearest person to you “Do you want to come with me?” only to feel even a quarter as cool as Ayrton Senna looked when he expertly abused Honda’s supercar around Suzuka Circuit.

Senna’s toe-jabbing may have put the NSX on the right marketing map, but behind the scenes Honda were hell-bent on ensuring their Porsche rival was the greatest machine to ever leave the Honda assembly line. Its cockpit was inspired by the F-16 fighter jet and was located far forward on the body to increase visibility, allowing the screaming mid-mounted engine to enjoy almost perfect weight distribution. Honda made extensive use of its motorsports division, with much of car’s chassis rigidity and handling capabilities being results of Japanese Formula One driver Satoru Nakajima, as well as Ayrton Senna’s collaboration with the NSX team along the way. As JDM cars continue to show no signs of slowing down price-wise, the time to invest in one of Honda’s greatest creations is right now!

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