

# CLASSIC DRIVER

## 5 collector cars to put into your garage this week

**Lead**

Another week's worth of motoring delights is about to grace your screens! This edition of Market Finds features a Range Rover Classic packing some American muscle and one of the rarest BMW 6-Series we've ever come across!



### Wolf in Suffix's Clothing

It's hard to imagine just what an LS-powered Range Rover Classic must be like to drive. Thankfully, sometimes we stumble upon those crazy few who have already turned these dream machines into a reality. Starting life as a 1972 Suffix A and initially delivered to a dealership in Ambrosetti, Italy, this luxury cruiser was then imported to the Netherlands in 1998, and in 2018 it was given an entirely new lease of life, thanks to a 6.2-litre LS V8 engine, taken directly from a Chevy Corvette.

It's certainly not an engine we ever thought we'd see under the bonnet of Landy's finest off-roader, but this engine, combined with freshly restored Bahama Gold paint and tan Napa leather, Koni adjustable shocks and springs, and tastefully upgraded 18-inch wheels makes for a wonderfully usable classic that most definitely packs a punch!

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### Green Goddess

Ask a room full of car-lovers to think the most effortlessly cool sports car of the 1960s, and it's more than likely at least half of those will bring the Jaguar E-Type into the conversation. Evolving as a product of dedicated development at the hands of the Jaguar racing team following the D-Types iconic success at the Le Mans 24-hour race in the previous decade, 1961 would see the E-Type officially unveiled to an astonished motoring world.

But it very nearly wasn't to be. The demand for road tests from the British media at the event was so strong, the E-Type scheduled for Geneva was still on UK shores on the evening of 14 March 1961. Jaguar's executive Bob Berry drove the car flat-out from the factory in Coventry all the way to the Parc des Eaux-Vives in Geneva - arriving just 20 minutes before the car was to be revealed to the world. Of course, 20 minutes later, pandemonium ensued, and the rest, as they always say, is history.

This fine example is finished in its original Opalescent Dark Green over a matching Suede Green leather, overflowing with sophisticated elegance. What's more, this example has been fitted with a unique centre console Air Conditioning unit, an incredibly rare addition that looks remarkably close to what you would expect from the factory, despite reportedly being installed in period by a Southern California dealer.

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### High-Mileage Hot-Rod

Here at Classic Driver, we're big fans of a good old 'Bahnstormer', the kind of super saloon you'd have back in the 1980s and 1990s to demolish long, tedious journeys spanning the length of a country. There are plenty to take your pick from, and while so many BMW and Audis were good, the Mercedes-Benz 500E was the king, and this one has the mileage to prove it.

Boasting 292,991 kilometres on the odometer, this rare Blu Avio-shaded 500E has certainly been enjoyed by its previous owners, but is still in fantastic condition throughout, with its black leather cabin space demonstrating just how good Mercedes-Benz really were in their prime. With plenty of power up front, a wonderfully refined cabin in the middle, and a growling soundtrack out of the rear exhausts, this is one super saloon we'd happily rack up in the miles in!

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**2RS Cool**

There's no getting away from it, Porsche's 911 GT2 RS is an absolutely outrageous car. Sure, its styling is a giveaway that this is no ordinary 991-generation 911, complete with smatterings of carbon fibre, wing extensions and canards, but it's underneath the car where its party piece sits. The 3.8-litre twin-turbo flat-six was given a serious makeover, eking out a staggering 691 horsepower and 553lb ft of torque, heading straight to the rear wheels alone, of course. The result is a 911 that drives unlike any other model in existence. Fast is an understatement in this car; it redefines speed and, despite being rear-wheel-drive, its power is still manageable.

This vibrant example has been treated to a plethora of goodies from Porsche's optional list, including the PTS Gelbgrün paintwork and contrasting red accents of the Weissach Pack-optioned interior. As the modern-day supercar treats 700-plus horsepower figures as child's play, the GT2 RS balances raw power with driving thrill and agility, along with the quality we've all come to expect and love from a Porsche. Track, twisty back road, open motorway, wherever you find yourself in the 2RS, the smile on your face will remain!

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**The Observer**

We’ve seen some unusual cars pass through the virtual doors of the Classic Driver Market over our 25 years, but there are occasions where even we stop and double take, just to make sure our eyes aren’t deceiving us. The Paul Bracq-penned E24 BMW 6-Series is a stylish coupés that’s ageing wonderfully, and isn’t usually a car that one would need or want to fettle with, but in the early 1980s, as a result of a three-way project between BMW UK, MGA Developments and The Observer Colour Magazine, Bracq’s design would receive some quite extensive alterations.

At first glance, you might not even notice it, but MGAD’s goal was to create an electric convertible roof system that was stowed away in a hidden compartment in the boot lid. Extensive redesign work ensued, and once the external bodywork was completed, the all-new Triplex, laminated, heated and tinted glass was fitted. With the push of a button, it would seamlessly disappear into the hidden compartment, and thanks to its neat design, the original car’s luggage capacity was virtually unchanged, whilst the smooth lines helped to improve the base car’s aerodynamic efficiency.

This unique creation enjoyed a life of motor show hopping in the 1980s, after which it was passed around between various owners, before being given a fixed panoramic hard-top instead of the previous sliding mechanism in 1990. Style wise, the car is still certainly unique, and was treated to an extensive restoration including fabrication work, paintwork and more totalling over £26,000 in 2017. Sure, an Alpina, AC Schnitzer or Hartge are scarce forms of BMW royalty, but this one might just take the crown for outright rarity!

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**Gallery**

















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