

CLASSIC DRIVER

[We bet you can't think of a better 5 car garage than this iconic quintet](#)

Lead

RM Sotheby's upcoming London sale on November 2nd is filled to the brim with iconic classic cars worthy of any of the world's top collections. We picked five of our favourites, including a homologation special Porsche, a Colombo V12 Ferrari, and Jaguar's greatest racecar for the road.

Since 2007, RM Sotheby's has been gracing London with some of the most irresistible collector cars on the planet, and this year is no exception. [On November 2nd, RM Sotheby's will return to the UK's capital](#) to auction off a bewildering array of tantalising classics, among which you'll almost certainly find your childhood dream car. However, with so many incredible lots to choose from, it can be tricky to know where to start, so we've compiled a list of 5 of our favourite rides that you won't want to miss!



Standing Ovation

This incredible [Mercedes-Benz 300 SL](#) may be finished in classical colour combination so commonly associated with the Gullwing, but this example is anything but ordinary. Built in September 1954, this was one of the earliest examples to leave the Stuttgart, and is reportedly an extremely rare "Standwagen" that was displayed on the Mercedes stand at the 1954 Earls Court Motor Show.

However, while its origin story is fascinating, its ownership history is equally impressive, with this example belonging to a single family since 1956. This Gullwing retains its original matching-numbers chassis, body, and engine, while it was subject to a comprehensive five-year restoration between 2005 and 2010. Today, this remarkable 300 SL still wears its original specification of Silver Grey Metallic over a Blue plaid interior, and would be an excellent candidate for anyone on the hunt for a world-class example of perhaps Mercedes' most desirable classic.

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Catwalk-Ready

The concept of a “racecar for the road” is almost as old as the automobile itself, but perhaps no marque fulfilled the brief quite so gracefully as [Jaguar](#) did when they turned the three time Le Mans-winning D-Type into the drop-dead gorgeous XKSS. In fact, the XKSS was born from a mere 18 D-Type chassis that were converted to road specification with a full-height windscreen, passenger side door, and just enough weather equipment to avoid getting totally soaked should the heavens open.

This car, XKD 540, is one of only two XKSSs that retained their XKD racing chassis numbers and was manufactured by the factory in 1958. In 1960, it was upgraded from 3.4- to 3.8-litre specification by Jaguar and importantly still retains its original cylinder head, while the rest of the car is impeccably preserved with a matching-numbers monocoque chassis, front sub-frame, and body. Recently maintained by the experts at [CKL Developments](#), this XKSS is the first example to be offered at auction in Europe and represents an unmissable opportunity to acquire the most alluring big cat of them all.

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Colombo Cruiser

Ferrari's legendary Colombo V12 powered many of the firm's most successful racers during their golden era, including the 250 SWB and the 250 GTO, but it was also the heart of one of the most attractive grand tourers ever to leave Maranello: the 250 GT Berlinetta Lusso. Unveiled at the 1962 Paris Salon, the 250 GT Lusso featured Ferrari's Tipo 168 U engine, the most refined version of the short-block 3.0-litre Colombo V12. The Lusso benefitted from competition-based learnings elsewhere too, boasting disc brakes and coil-over shocks on all corners, as well as the rear Watts linkage that had been honed to perfection on the 250 GTO.

This example's Pininfarina-designed and Scaglietti-built bodywork looks absolutely bewitching in its original colour of Grigio Argento and retains its matching-numbers gearbox and engine, which was just rebuilt at [Joe Macari](#). The Lusso may have never achieved quite the same level of competition stardom as its Colombo brethren, but we'll never tire of looking at that gorgeous chromework and swooping Kamm tail.

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David Brown's Finest

Favoured by racers, celebrities, and secret agents alike, David Brown must have had an inkling of the magic he'd helped bring into the world when the [Touring Superleggera](#)-bodied [Aston Martin](#) DB5 was first revealed at the Frankfurt Motor Show in September 1963. Now one of the most instantly-recognisable cars of all time, there's far more to the DB5 than its numerous appearances on the silver screen, including 170 improvements over the outgoing DB4.

Refreshingly not finished in Silver Birch, this stunning dark grey DB5 recently benefitted from an exhaustive restoration at marque specialists Oselli, who stripped the body to bare metal and refinished and retrimmed this DB5 to its factory-correct colour scheme. Over 300,000 pounds were spent to get this gorgeous Aston to its current condition, helping to earn it Aston Martin Works Assured Provenance "Gold" certification in July 2021. Now looking for a new custodian, this could be your turn to enjoy this immaculate DB5.

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Homologation Hall of Famer

In the 60-plus years that the 911 has been in production, [Porsche](#) has made some incredible variants of its rear-engined wonder, but to be honest, they could have stopped with the Carrera 2.7 RS and we would have been perfectly happy. Unfortunately for all of us, they produced just 1,580 in total, of which 1,308 were built to "M472" Touring specification like this example from 1973.

Finished in its extremely suave factory combination of black on black Leatherette and Corduroy, this UK-delivered, right-hand-drive was optioned with a heated rear tinted window, electric sliding roof, electric windows, and sports seats for maximum daily-drivability. While it still retains its matching-numbers original engine, this 2.7 RS was restored in the early 1990s and remains in fabulous condition to this day, albeit with a lovely light patina throughout. As a class winner at many concours throughout its life, any collection would be lucky to add this black beauty to its ranks.

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