

CLASSIC DRIVER

[5 collector cars to put into your garage this week](#)

Lead

Like the world's best bag of pick 'n' mix, every time we dive into the Classic Driver Market we find some deliciously sweet rides. This week's Market Finds include an unbeatable super saloon, the greatest prancing horse without a Ferrari badge and an unusual German track star...



Autobahn Royalty

If the general consensus is that the best driver's cars arrived in the late 1990s and early 2000s, then it's not a huge stretch to argue that one of the greatest super saloons of all time might just be [BMW's E39-generation M5](#). Handsome without being over-styled, comfortable without being ungainly, and powerful without being unusable, the E39 occupied the goldilocks zone when computer interference and crash regulations had yet to detract from ultimate driving joy.

This beguiling Carbon Black M5 is one of the finest examples we've seen in recent memory, covering a relatively low 75,633 km with its two previous owners. Inside, its Silverstone Black and Grey two-tone leather interior remains in fabulous condition, while enthusiasts won't fail to notice the manual gear stick, allowing its lucky driver to extract maximum satisfaction from that 400 horsepower V8. As far as modern classic daily drivers go, they don't come any better!

[VIEW CAR](#)





Blu Dino Delight

You'd be forgiven for assuming that this drop-dead-gorgeous Dino is one of the later [246 GTs](#), of which 3,569 units left Maranello, but this Blu Dino-hued beauty is actually one of a mere 153 examples of the first Dino: the [206 GT](#). While at a glance the two models are near identical, the 206 GT was smaller and made extensive use of Aluminium in its bodywork and alloy in its engine block.

This example, Chassis 00260, was produced by [Ferrari](#) in 1968 and still wears its original specification to this day. Restored and Classiche Certified in the late 2000s, this Dino was even on display at the Museo Ferrari for a time; a testament to its outstanding condition. So, if you've got your sights set on claiming a few concours wins in 2025, this Dino would be an excellent choice!

[VIEW CAR](#)



D-TT-M

Any conversation around the Deutsche Tourenwagen Masters usually involves the Mercedes C-Class, BMW M3, or [Audi A4](#), but at the dawn of the 2000s, Abt decided Audi's ultra-stylish [TT](#) would look even better with some huge fender flares, a massive wing, and a racing livery. Enter the Audi TT-R DTM racer, a 4.0-litre V8-powered monster pushing out 455 horsepower and weighing in at just over a tonne.

This Audi TT-R DTM coming up for auction at [RM Sotheby's Munich sale](#) was the very first built. Despite being an unlikely choice, ABT had turned the TT into a fearsome competitor, and a TT-R claimed the 2002 Championship after Laurent Aiello drove it to a podium finish in nine out of ten races. If ever there was an example that could rid the TT of its silly "Hairdresser's car" allegations, this is it.

[VIEW CAR](#)



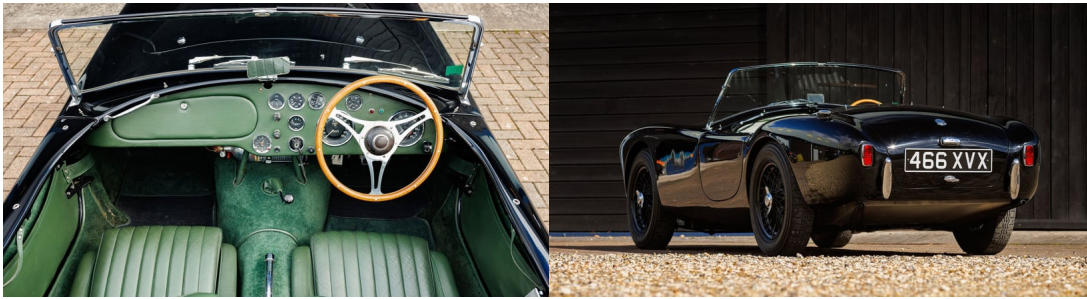
Dutch Courage

40 years after Joop [Donkervoort](#) began building lightweight Lotus Seven-derived sports cars in a shed in Tienhoven, the boutique Dutch sports car manufacturer released this: the Donkervoort D8 GTO-40. This particular example is one of the craziest Donkervoorts ever built, boasting a full exposed carbon fibre exterior — tinted in matte gold — and oodles of optional extras to make it the ultimate track day animal.

Pop open that enormous hood and you'll find a turbocharged 2.5-litre Audi 5-cylinder engine capable of producing 415 horsepower; more than enough shove for a sports car that weighs less than 730 kilograms. Inside the cabin, you're greeted by a sea of black Alcantara and exposed carbon, a gentle reminder of the not-so-gentle monster you'll be piloting. There are few cars that turn heads like a Donkervoort, and even fewer that drive like one, so don't miss out on this beast!

[VIEW CAR](#)





Rhodesian Racer

The Anglo-American Shelby [Cobra](#) may get all the attention, but we've always held a soft spot for its British cousin, the [AC Ace](#). This stunning black-over-green example is one of the more powerful Bristol-engined cars, an option that carried a 22% premium over the standard Ace, and it has quite the back story. Originally ordered by R.G.P Edwards – or Glyn as his friends called him – this Ace was shipped from the factory straight to his home in Rhodesia. Once in Africa, this Ace promptly began dominating at local racetracks across Rhodesia, South Africa and Mozambique, securing 84 cups in total, including the first ever Rhodesian Grand Prix and the 9 Hours of Kyalami.

30 years after retiring from competition, Edwards' widow sold this Ace to an Englishman living in South Africa, who intended to restore it but never followed through. Eventually, it was discovered by the current owner, who shipped the car to Normandy and got it back on the road. By 2012, it was decided that if the car were to continue with the owner's enthusiastic level of use, a thorough, ground-up restoration was needed. Finally, this Ace returned to England, where renowned AC and Bristol specialist Andrew Mitchell treated it to a full rebuild. Now in excellent health once more, this beautiful Ace is ready for its next adventure!

[VIEW CAR](#)

Gallery

