

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead

It's a brand-new month, and with it comes a whole new selection of rarities in the Classic Driver Market. This week's hand-picked array of classic and collector cars features a jewel from Ferrari's stable as well as a unique Audi that's destined to be a future classic!



Red Socks

You're nearing the end of the techno-filled 1980s, your fresh-faced cellular telephone business is sky rocketing, and a little self-appreciation is in order. Browsing the glossy Mercedes-Benz catalogue, you land on the marque's flagship coupé, the SEC. A special car in its own right, but one that was enhanced to its fullest and blessed by the hands of AMG.

Leaving the workshop in Affalterbach shortly after its initial delivery in 1987, this Signal Red example was upgraded with a 6.0-litre "M117" V8 powerhouse, as well as AMG "Tri-Y" headers, an AMG steering wheel, an AMG-branded 300 kph speedometer, a limited-slip differential, and perhaps coolest of them all, the body-matched AMG split wheels to complete the retro look.

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Roofless DTM Racer

Audi are well known for their endeavours in the German Touring Car Championship, battling it out with their arch nemeses from BMW and Mercedes-Benz for decades, in what was arguably the discipline’s finest era of racing. While the Audi 80 will go down in history as the brand’s original DTM racer, the RS4 brought Quattro to a new era.

The B7 RS4 came in Saloon, Estate and a lesser-known drop-top version, which is exactly what we have here, finished in the iconic Imola Yellow. Believed to be one of just 589 examples built in 2006, with a mere 10 percent of all RS4s built during the B7-era receiving the Cabriolet treatment. Beyond the rarity, this example rolled off the assembly line with all the right extras, including black leather bucket seats, bright finished alloy wheels and the all-important manual gearbox. As future classics go, this mid-2000s gem is perfect for a springtime cruise!

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Frank’s Foundations

Lauda, Jordan, Tyrell, Schumacher, Williams. There are some names in Formula One that immediately awaken the senses, and few made history quite like Frank Williams and his relentless quest for glory. From his laser-sharp focus and dedication came the FX3, and this exact car, chassis 1, was Williams’ first in-house Grand Prix chassis, making for a highly suitable entry for historic racing today.

Design engineer Len Bailey of the GT40 project drew the monocoque chassis, fabricated by Maurice Gomm at Old Woking, with final assembly by Williams and Ford Cosworth power. When the project ran late, Ron Tauranac of Brabham was drafted in to see it to completion. With Frank seeking sponsorship and still not ready to use the Williams name, the result was known as the Politoys FX3, then later as the Iso Marlboro.

A true piece of motorsport history, the car is now eligible for a number of historic race events, and has recently attended multiple Masters Historic Grand Prix USA events, including at Sonoma, Laguna Seca, Portland and more. This coke-bottle shaped racer is truly a powerful symbol of the earliest racing years of Sir Frank Williams and his team.

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25 Years Young

Love them or loathe them, Porsche truly redefined the usable-yet-premium sports car market with the Boxster, a car that celebrated its 25th birthday back in 2002, leading to Porsche to create a very special edition example of the much-loved 718 Boxster.

The limited edition, restricted to 1,250 units worldwide, is based on the potent GTS 4.0 model and truly brings the best of the Boxster into a stylish and exclusive package. With over 400 horsepower ready and waiting to be used, the 4.0-litre six-cylinder boxer engine provides an incredible soundtrack both inside and out. Visually, the car makes reference to numerous design features of the Boxster concept car that heralded the success story of the open-top two-seater at the 1993 Detroit Motor Show, all finished in GT Silver Metallic with a vibrant red leather interior and matching roof, as well as model-specific gold-finished alloy wheels!

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Star Gazing

It's a car adored by just about everyone, the go-to for the rich and famous looking to out-do their fellow millionaires, and arguably one of Ferrari's greatest creations during a period where seemingly every car from Maranello was better than its predecessor. The 275 GTB Long Nose is a true motoring jewel, and this Celeste Metallizzato over Beige example is, in our humble opinion, just about as good as golden-era Ferraris can get.

Delivered new in May 1966 to famed car collector Mr Albert Prost, this wonderful machine was kept in great company. Due to having the arduous task of choosing between this or his 250LM, 250 GT Tour de France and various other 1960s delights, he barely used this 275 GTB. Today, the odometer shows an original mileage of 39,000 kms, and remains in a wonderfully original condition throughout.

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