

# CLASSIC DRIVER

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

### Lead

Things are heating up in the Classic Driver Market, and this week's Market Finds includes five red-hot collector cars you simply wouldn't find anywhere else. We've got a reborn raging bull, a monstrous JDM racer, and a Koenig-tuned Porsche waiting below!



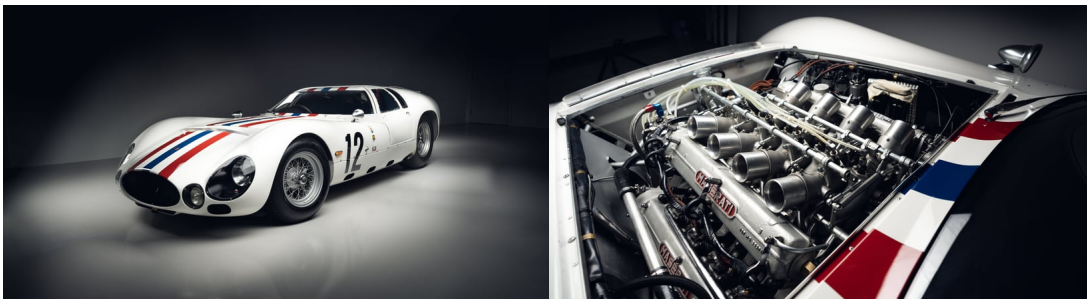
### Back in Black

Following on from the legendary Lamborghini Countach wasn't a task to be taken lightly, and it's perhaps unsurprising that the LP800-4 Countach was met with mixed reception upon its debut in August 2021. However, now that the dust has settled and a few customer cars have hit the market, we feel this reborn icon is a deserving encore to the legendary poster car, especially when specced in AdPersonam Nero Maia like this 2022 example.

One of only 112 cars ever built, this Countach's menacing appearance is completed by its matte bronze wheels, borrowed from the equally outrageous Sian with which it shares its underpinnings. Behind the cabin, you'll find a mild hybrid powertrain that couples Lamborghini's legendary 6.5-litre V12 with a small electric motor powered by a supercapacitor, producing a mighty 803 horsepower in total. 0-60 mph takes just 2.8 seconds, while the LP800-4 will top out at 221 mph. However, with a mere 890 km on the odometer, we doubt this raging bull has been driven in anger.

[VIEW CAR](#)





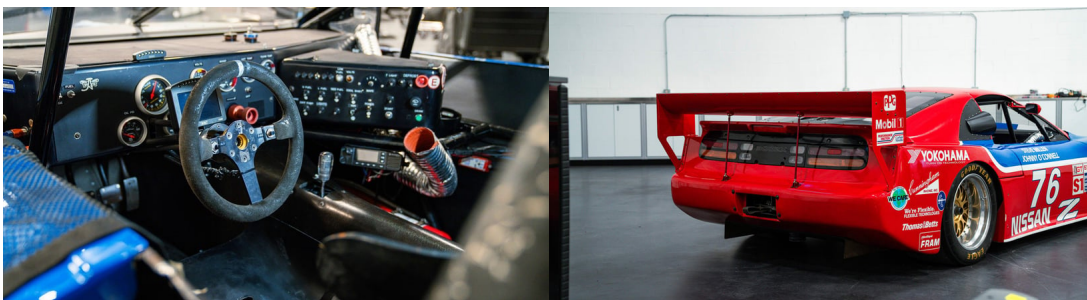
## Tipo of its Class

Maserati has produced more than a few cars that have left us slack-jawed in amazement, but the 4.0-litre quad-cam V8-powered Tipo 151 might be in contention for the most beautiful of them all. Commissioned by renowned collector Peter Kaus for his Rosso Bianco Museum with the blessing of Maserati, this recreation of Tipo 151 chassis 002 incorporates the numerous updates made to the original during the four revisions that earned it the 151/4 model name.

While the original was destroyed in a crash that claimed driver Lloyd "Lucky" Casner's life in 1965, Kaus managed to track down numerous original 151 parts. The chassis was rebuilt in Germany to the original design, while the body was fabricated by Allegretti of Modena using the original recommissioned bucks. Upon its completion, Kaus found the car rather terrifying to drive and retired it to his museum following a spin into a barrier on the Nurburgring's short circuit.

Kaus eventually closed his museum in the 2000s, and this Tipo 151/4 was acquired by passionate Maserati historic racer Barrier Baxter, who sent it to UK specialist Steve Hart for restoration. Ultimately, the restoration took over five years, partly because the chassis needed to be rebuilt to allow the body to fit as intended. Amid the rebuild, Baxter discovered that the original engine from Casner's wrecked 1965 test car was in Italy, surviving remarkably intact and untouched. In 2012, 151 002 made its triumphant return at the Goodwood Revival, and the following year it was painted in an exacting replica of its 1965 livery. Today this Tipo 151/4 recreation remains in outstanding condition, boasting both bewitching looks and a fascinating history.

[VIEW CAR](#)



## Can't Catch this Z!

The IMSA racing series produced some of the widest and wildest racing cars of all time, and this 1989 Nissan 300ZX is no exception. One of seven factory-supported 300ZX race cars built by Clayton Cunningham racing between 1989 and 1995, this Z belongs to a very successful breed. Between the seven cars, they won both the Manufacturer's and Driver's Championships in 1992 and 1994, as well as an overall win at the storied 1994 Daytona 24 Hours, and a first in Class at the 24 Hours of Le Mans that same year.

This particular car, chassis 002, racked up four wins in total, along with 16 top-three finishes over its 45-start career. After its racing career, Chassis 002 remained under the care of Cunningham Racing, who fitted it with a passenger seat and safety harness to provide track rides. Under its current owner, chassis 002 has been restored to full competition spec. In 2019, it raced to victory at both the Long Beach Grand Prix and the Rolex Motorsports Reunion in Monterey. Today its all-aluminium, twin-turbocharged DOHC V-6 is in excellent health, and it will happily terrify you with all 700-plus horses on tap.

[VIEW CAR](#)





### Crystal Covellin Blue Blur

The Mercedes-Benz SLR McLaren was a car that seemed to confound both its creators — who included the legendary Gordon Murray — and road testers. Simultaneously too sharp to be a thoroughbred grand tourer and too comfortable (and front-engined) to be a blue-blooded supercar, it occupied an awkward middle ground that had enthusiasts across the world scratching their heads. However, one thing everyone agrees on is that it looks absolutely spectacular, and coupled with the scream of its supercharged 5.4-litre AMG V8, it's now one of the most collectable Mercs of them all.

This 2006 example is specced to perfection, combining Crystal Covellin Blue metallic paintwork with a two-tone Black Exclusive Nappa and Brown Silver Arrow interior. A little over 2,000 of these 207 mph grand tourers were built in total, making low-mileage examples such as this a sound choice for collectors, especially as the classic racers to which this model pays tribute continue to skyrocket in value.

[VIEW CAR](#)





## The Road Runner

Long before the likes of Mansory and Novitec were enraging internet commenters, Koenig was the king of the tuning hill. In 1989, they decided to give the Widowmaker a makeover when they customised this 930-generation 911 Turbo. After adding an extensive fibreglass body kit that aimed to improve the aerodynamics while adding 928 headlights, bespoke side mirrors, and the taillights from the Audi 200 Turbo, they dubbed this Franken-Porsche "The Road Runner".

However, The Road Runner was more than a marmite body kit, and extensive mechanical upgrades were made to justify the outlandish scoops and curves that adorned its body. Bilstein suspension, reinforced anti-roll bars, and a front strut brace enhanced handling, while the original 3.3-litre flat-six was endowed with twin turbochargers and an improved air-to-air intercooler system. Finished off with a remapped ECU and performance exhaust, The Road Runner could produce between 470 and 540 horsepower. Painted in Guards Red over Champagne leather, this Koenig won't be to everyone's tastes, but at least the next custodian will sleep soundly in the knowledge that no standard 930 Turbo owner will be able to catch them.

[VIEW CAR](#)

**Gallery**







































