

# CLASSIC DRIVER

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

**Lead**

Like a magic treasure chest that refills with desirable collect cars every week, the Classic Driver Market never disappoints. This edition of Market Finds throws a Lamborghini with a stick shift, a track-ready Porsche, and a Spanish beach car into the mix!



**Bull-is-stick**

We at Classic Driver are simple folks who are easy to please, after all we would be perfectly happy driving this 2006 Lamborghini Gallardo for the rest of our days. Not just because the Gallardo’s clean, uncluttered bodywork looks better by the day, especially in Blu Caelum, but mainly because this raging bull comes with a coveted gated six-speed manual.

This example was one of just 626 Gallardos to leave Sant’Agata during 2006, and it currently shows just 14,477 miles since rolling out of the factory. Inside, you’ll find a period-appropriate two-tone navy and grey interior, but we’re certain very little time will be spent ogling the cabin when you have access to all 513 horsepower produced by its jewel of a V10. As far as our most-wanted modern classics go, this Gallardo ranks pretty highly!

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Salzburg Slingshot

Ever since Porsche KG Salzburg won at Le Mans in 1970 with that iconic red and white paintwork adorning their 917, we’ve loved seeing the dynamic livery return on Porsche’s subsequent track machines, and this 2021 Porsche 911 GT3 Cup is absolutely no exception. Based on the 992.1-generation 911, this racer boasts one of the greatest engines of the decade: a 4.0-litre 510 horsepower naturally-aspirated flat six that redlines at 8,750 rpm.

Campaigned by Allied-Racing during the 2021 Porsche Carrera Cup Deutschland season, this stunning track veteran has since been maintained by Heinlein Racing Development and Precision Motorsports while in the United States. Now its ready to put a massive smile on its next custodian’s face, provided they can handle the immense G-force this 911 can generate around corners.

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First of its Name

Despite their low production volume, Noble is a name revered among car gurus for producing some of the most spectacular supercars of the 2000s. Case in point: this incredible 2011 Noble M600 finished in Aston Martin Morning Frost White Pearl paint over a two-tone black and red Alcantara interior. Not only does this British supercar boast a fabulous spec with numerous factory options, but it also holds the title of being the very first customer example, remaining under single ownership for the past 14 years.

Naturally, no supercar is complete without a raucous engine, and in the case of the M600 it comes courtesy of Yamaha, who designed a 4.4-litre twin-turbo V8 that can be controlled via an adjustable knob on the centre console to produce between 450 and 650 horsepower depending on the mode. Currently showing a mere 2,700 km on the clock, this M600 provides the perfect combination of obscurity and speed.

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**Grand Designs**

Straddling the line between Aston Martin’s brutish grand tourers of the 1990s and the more elegant designs of the new millennium, the Ian Callum-designed Vanquish continues to ripen with age and now looks better than ever to our eyes. Powered by Aston’s tried-and-tested 6.0-litre V12, producing 520 horsepower in this application, this Vanquish S is one of a just over 1,000 cars built between 2004 and 2007, making it quite the rarity on the roads today.

This Obsidian Black example from 2006 remains in outstanding condition with just 20,000 km, while its matching Obsidian Black interior looks to be in equally pristine condition. While some purists might turn their nose up at the relatively slow six speed automated manual gearbox, the Vanquish S was always designed for grand touring rather than canyon carving, and with a top speed of 333 km/h, it would be our top choice of ride for any upcoming European road trips you might have.

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## Samba in the Sand

Who doesn't love a beach car? We sure do, but when we're talking spiaggine, it's usually the Citroën Mehari, Fiat Jolly, or Mini Moke in the spotlight. However, not wanting to miss out on some fun in the sun, Seat threw their hat into the beach car arena with this: the 127 Samba.

Effectively a clone of the Fiat 127 Scout assembled under license by Seat, the 127 Samba was built by a company called Melba S.A. residing in the town of Arbucias, Spain. Equipped with a bespoke convertible body with no roof or side-windows, the Samba was rudimentary to say the least, but that's par for the course when it comes to beach cars. Just 1,000 examples of the Samba were ever built, meaning you're unlikely to run into another on your local shores, especially not in this wonderful shade of Chiaro Green.

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### Gallery







































