

# CLASSIC DRIVER

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

### Lead

It's Saturday which can only mean it's time for another edition of Market Finds. This week we have a JDM unicorn, Porsche's other rear-engined sports car, and a pair of rare German cruisers.



### Pinstriped Bahnstormer

Even the blandest automobile in modern traffic is so packed with fake vents and sharp body lines that most would likely miss this stunning 2000 Alpina B3, but that's exactly what makes it so appealing. Built during the E46 era when even the M3 erred on the demure side, the Alpina B3 was and is the choice for those who value quality materials, style, and subtle speed over parking lot prestige.

Nevertheless, this Alpina Blue II example has a few traits that would earn you some pub bragging rights. Just 591 were ever built, this being number 003, making it far rarer than even an M3 CSL. It may be down on power relative to the M division's creations, but 280 horsepower in the B3's 1,450 kg body should feel plenty brisk. Currently showing 130,882 km, this B3 would make for an almost unbeatable modern classic daily driver.

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## JDM Royalty

Japan's modern classic scene has been picking up steam for going on a decade now, and it's not unusual for younger enthusiasts to overlook European exotica in favour of an R34 Nissan GT-R or Subaru Impreza 22B. However, while those two-door, front-engined coupes have a lot going for them, they simply don't compare to the mid-engined majesty of this 2003 Honda NSX-R.

Exclusively reserved for the Japanese market, the NSX-R was unveiled in 2002 boasting more rigid construction and 100 kg less weight, thanks to extensive use of carbon fibre in the bodywork and the deletion of air conditioning, sound insulation, and the sound system. Power steering was also deemed unnecessary, while the hand-assembled, balanced and blueprinted engine received special attention from Honda's most experienced technicians, typically only reserved for the highest echelons of motorsport. Despite all the extra care, the quoted output remained unchanged at 290 horsepower, but as we all know, Japanese manufacturers at the time tended to heavily understate the potency of their engines.

One of a mere 140 examples of the facelift NSX-R ever built, this 2003 model shows an ultra-low mileage of just 15,806 km, and everything from the Championship White paintwork to the red Recaro bucket seats appears to be in showroom condition. This example is heading to [Broad Arrow Auctions' Villa d'Este sale on May 24th](#), where wouldn't be surprised to see a seven-figure hammer price.

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## It's 912 O'clock!

Petrol heads are typically less than willing sacrifice a pair of cylinders from their sports cars, but despite being two pistons short of the equivalent 911, enthusiasts are finally beginning to warm to the long-overlooked Porsche 912. This 1967 example is one of the most attractive we've seen in a long time, especially with its immaculate Slate Grey bodywork.

Having covered 53,318 miles during its near-six decade stint on the open road, this 912 remains in excellent health thanks to a meticulous restoration by Porsche expert Robin Dalwood. Although its 90 horsepower flat-four engine might not light up the rear wheels, it should corner beautifully thanks to the addition of Bilstein suspension, while the retrimmed dark grey cabin would make summer road trips an absolute joy. If you're after a stylish classic that's geared more towards relaxing weekend cruises than blistering lap times, this 912 might be right up your strasse.

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## Leading the Charge

Designed by Giorgetto Guigiaro and honed for the track by Autodelta, the Alfa Romeo Giulia Sprint GTA is one of the most competitive and stylish machines ever to race. This particular GTA is even more fascinating, being one of only six cars upgraded to Group 5 specification with a supercharged engine, dubbed the GTA-SA. While the output of 220 horsepower was impressive, the GTA-SA's immense thirst was too much of a trade-off for endurance racing, and the most notable finish achieved by one of these experimental Alfas was fifth overall in the Nürburgring 6 Hours.

As a result, this particular car was refitted with its naturally-aspirated setup by Autodelta and went on to secure a class win in Belgrade in 1969, before returning to the Nürburgring 6 Hours, where it finished second overall and first in the 1.6-litre Touring category. At some point in its past, the shell of this GTA was replaced, although thankfully its current bodywork has all the hallmarks of a period Autodelta Corsa-specification car. Boasting documented, continuous history from new, this class-winning Alfa would be an excellent companion for historic racing this year.

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## Blueberry Benz

Modern AMGs have a very clear hierarchy, but in the pre-merger years of the mid-1990s, things were a little more complicated, with cars like the R129-generation Mercedes-Benz SL receiving a variety of different upgrade packages from Affalterbach. While V12-engined models were available, if you were looking for a good old fashioned V8, the SL60 like this example was the king of the eight-cylinder lineup. Rated at 381 horsepower to avoid impacting sales of the SL600, in actuality many agree that the SL60's output was closer to 400 horsepower.

Despite the clear appeal, only 633 SL60s were ever produced, making this 1996 model a rare sight indeed. Finished in an attractive navy-over-navy colour scheme with the desirable Panorama glass hard top, this car has covered just 49,800 km since new and boasts a complete service and ownership history. So, if you've been dying to understand the hype surrounding pre-merger AMGs, why not take this modern classic grand tourer for a spin?

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Gallery











































