

CLASSIC DRIVER

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

Lead

The Classic Driver Market is never short on stunning collector cars, and this week was no exception. Take a look below at the five cars that we've been losing sleep over!

A recipe for greatness



As anniversary gifts go, this one might just be up there with the best. Forget the engraved wine glasses and boxes of chocolates, the [Alfa Romeo Giulia GTAm](#) is the only gift worth accepting! Built to celebrate Alfa Romeo's 110th anniversary, they used a delicious recipe that has been around since the original Giulia GTA: a helping of extra power and less weight to create the best possible driving experience Alfa Romeo could concoct.

Just 500 examples of the Giulia GTAm exist, and it's naturally based on the already mightily impressive Giulia Quadrifoglio. A Ferrari-derived 2.9 Bi-Turbo V6 producing 503 bhp can be found in the regular Giulia, but the GTAm boasts 533 bhp, which is achieved with extra oil cooling and a fresh new map.

Weight is key in the GTAm, and thanks to the use of ultra-lightweight materials such as carbon fibre, aluminium, and composites, this super saloon has gone on impressive 100 kg diet, no doubt boosting that power to weight ratio.

The term 'future classic' is one that's used an awful lot right now, but we feel that due to this car's rarity, its sheer drivability, and the fact it was built to celebrate a momentous occasion in one of Italy's most loved car brands, this is one to buy and hold for some time!

One merry Maserati



You'll need your shades handy for this slice of Italian goodness. First introduced in March 1971 at the Geneva Motor Show, the Bora was the brand's first-ever mid-engined road car, promising to deliver on style, comfort, glamour, and of course, power.

After finding success with the Ghibli, Maserati returned to Giorgetto Giugiaro to style the new model, who pencilled a low-slung and airy sports car. Maserati was owned by Citroën at the time, and therefore was able to raid their parts bins for goodies. As such, they used Citroën's pop-up headlight mechanisms, as well as the seats and key hydraulic systems used for braking. The end result was a very capable and well-received supercar.

This [vibrant example from 1973](#) features the 4.7 litre V8, of which just 289 examples were produced, before moving to a 4.9 litre V8 in 1974 onwards. This colourful example certainly caught our eye, and would look right at home on the Mediterranean coast this summer.

The British hypercar in an Italian suit





What happens when you take one of the past decade's most exclusive hypercars and combine it with a car that many regard as the most beautiful in existence? You get [this glorious McLaren Speedtail](#), which surprisingly wasn't inspired by an F1, but rather wears a specification inspired by the Ferrari 250 GT Berlinetta SWB #2009GT, a car that raced extensively in period and more recently has been seen gracing the Concours lawns of Europe.

Aside from the seemingly endless amount of carbon fibre cladding the exterior, the interior is the real party piece. Finished in bespoke orange aniline leather, a colour synonymous with McLaren's motorsport endeavours, right up to the 2022 Formula 1 season, the jaw-dropping cabin contrasts the more subtle exterior hue beautifully.

It's hard to believe this 5.1 metre-long behemoth has a set of number plates, it's the kind of car that you can't help but stare at in sheer amazement. Yet, somehow it oozes style, sophistication, and, dare we say, subtlety in this configuration. At least, on the outside, that is.

The king of the M5s?



It's hard to find a super saloon from the 1980s that we wouldn't want to be parked in our garage, but [this M5](#) is one that we just need.

BMW's first-ever crack at making a high-performance 5 Series was arguably a case of first time being the charm, and while the models that followed were fantastic in their own way, they were perhaps not as well-rounded as the original. Released in 1985, the performance was better than both the Porsche Carrera 3.2 and Ferrari 328 in a straight line (0-60 mph in 6.3 seconds and a top speed a shade under 150 mph), all thanks to a powerplant derived from the legendary BMW M1. With a 6,900 RPM redline, the S38 engine remains one of BMW's greatest achievements.

However, don't think for a second that the M5 was a one-trick pony, no sir. The rest of the car certainly lived up to that engine, with rich beige leather filling the cabin, orthopaedic seats, and the all-important cassette player. If a stylish four-door saloon is on the cards for your garage, then this must be the ace in the deck.

Superb Superleggera



In 1950, the owner of the famous Villa D'Este hotel on Italian Lake Como, Camillo Livi, took delivery of [this actual Fiat 1400 Abarth Touring Superleggera](#). It was one of only 4 produced and is believed to be the only remaining example, making it a truly remarkable car to find listed on the Classic Driver Market.

These four plucky Italian cars were built with motorsport in mind, and unlike most Fiats of this era, you won't find leather and chrome. Instead, you're greeted by a distinct lack of luxury finishes, sound deadening or unnecessary frills, only hand-beaten aluminium plates over a framework of fine tubes, and stylish gauges that give the driver all the necessary technical information.

All of us at Classic Driver are completely in love with this little red rocket. Its history and individuality make it something truly special, and with a price tag of EUR 175 000, it's a bit of a bargain!

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