

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead

It's our favourite time of the week as we present our five carefully hand-picked Market Finds. This edition is a real doozy, with a manual post-millennium Lambo, an ultra-rare French racing car, and a JDM restomod to name a few gems the Classic Driver Market has to offer!



The Blueprint

This drop-dead-gorgeous 1986 Ferrari Testarossa Monospecchio was an automatic entry into this week's Market Finds, not only as it was the poster car for our recent ultra-exclusive event at Pininfarina's headquarters, but because look at it! Only around 1,000 [Testarossas](#) left Maranello in Monospecchio guise with the single wing mirror and centre-lock wheels, and this example is even rarer for its breathtaking original Blu Sera paintwork.

This [Ferrari](#) shows just 55,000 km on the odometer and has been fastidiously maintained throughout its life, with the immaculate condition of its two-tone black and beige interior serving as a testament to its pampered existence. What's more, this Swiss-delivery Testarossa has belonged to just one family since new and now you could be the next lucky custodian of this thoroughbred prancing horse.

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Godzilla in a Beret

Anyone who played Gran Turismo or followed GT3-class racing in the mid-2010s will recognise this bonkers [Renault R.S.01](#), but for those who aren't familiar, here's a brief rundown. Originally intended to compete in Renault's own single-make racing series, the R.S.01 featured a Dallara-developed carbon monocoque chassis and a mid-mounted twin-turbocharged 3.8-litre V6 from the R35 Nissan GT-R pushing out 550 horsepower. If that wasn't enticing enough, it also holds the title of being both Renault's most powerful one-make racer and the only model not based on a production car.

However, this particular car is even more special having previously belonged to former F1 driver Thierry Boutsen. One of only 30 examples ever built, this R.S.01 competed in the 24H Series with Boutsen Ginion Racing at endurance races in Mugello and Dubai in 2016. Currently in Cup specification, this R.S.01 is offered with a complete GT3 conversion kit and is eligible for the prestigious Masters Historic Racing Series. So, if you're on the hunt for an exceedingly rare and exceptionally cool track weapon, look no further.

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Z for Zesty

What do you do when life gives you a lemon-hued 1977 Datsun 280Z? Restomod it and give it a lime-coloured interior of course! That's exactly what happened to this gorgeous [280Z](#), nicknamed Lizzy, which was given a new lease on life by DCW Classic. Previously belonging to the owner of DCW Classic, no expense was spared when it came to this Z's transformation, with the team even trimming the interior in Lamborghini leather.

This [Datsun's](#) mechanical upgrades read like a petrol head's letter to Santa and include a limited slip diff, custom gear ratios, BC Racing coilovers, a front lip designed by DCW Classic themselves, and some lovely Work Equip 03 rims to tie it all together. The engine has been uprated with a full race manifold from Zstory, Bosch P65 coils, and a modern ECU among other upgrades. Having covered 17,000 km since the restoration, this 280Z is now fully run in and ready to bring a huge smile to your face.

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Shooting Pains

There's something deeply wrong about this 1964 Aston Martin DB5 Shooting Brake, and it's the fact that it isn't parked in our garage. Of course, each of the 12 [DB5](#) Shooting Brakes ever made possess supernatural levels of allure, being first commissioned by David Brown himself so he could go hunting without his dogs ruining the Connolly leather of his beloved [Aston Martin](#).

This 1964 example has covered 40,791 miles and presents in the perfect colour combination of British Racing Green over a chocolate leather interior. One of only 8 in right-hand-drive configuration, this DB5 has remained in the UK through it's life. As you'll see, its Radford coachwork remains in outstanding condition, and although we would hesitate to allow a pair of muddy dogs in the back of this stunning Aston, this would make one hell of a daily!

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Lord Have Murci!

In the process of trying to outdo themselves with an even more bombastic poster car for each new generation, we feel [Lamborghini](#) has lost some of the magic that their previous creations possessed. An excellent case in point is this fist-bitingly beautiful 2001 [Murciélago](#), blessed with imposing yet restrained bodywork by Luc Donckerwolke and an extremely sought-after six-speed manual gearbox.

Incredibly, this Nero Metallic over Nero and Crema leather example was only the 5th Murciélago ever built and represents the Diablo's successor in its purest form. Today it retains its original paintwork and boasts a flawless service history thanks to the diligence of its three previous custodians. Having covered just over 41,000 km, its otherworldly 6.2-litre V12 remains in excellent health, ready to bless you with one of the greatest engine notes of all time. While manual-equipped Murciélago production numbers are notoriously difficult to track, its believed only around 1,000 were ever built, making this a very rare bull indeed.

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