

CLASSIC DRIVER

Market Finds - Hillclimb heroes

Lead

The bucolic Goodwood Estate in West Sussex will reverberate to the sound of horsepower this weekend. While the entry list for this year's Festival of Speed has been long confirmed, we'd love to tackle the hillclimb in any of these machines from the Classic Driver Market...

1981 Porsche 924 Carrera GTR



Each of the 17 Porsche 924 Carrera GTRs weighed a scant 930kg, developed 370bhp from its turbocharged 2.0-litre engine and could hit 60mph from standstill in just 4.7sec. Representing the pinnacle of 924 development, the GTR is something of a Porsche unicorn - they're rarely seen, and even less frequently come up for sale. That's why when [this ultra-low-mileage car](#) goes under the hammer in August, it's expected to fetch a mighty £475,000-575,000 - that's a sizeable chunk more than the £75,000 it cost new in 1981. Collectors and enthusiasts gush over the less potent (but still rare) 924 Carrera GT - we fear they'd probably pass out if you turned up to the Goodwood Festival of Speed in this.

1982 Lotus 91



The biggest draw of the Festival of Speed is, without doubt, the chance to see historic and contemporary Formula 1 machines on the hill – and being in the UK, the warmest crowd reception definitely goes to those hero British machines and drivers of old. If we couldn't convince Nigel Mansell to don his black and gold overalls and get behind the wheel of [this 1982 Lotus 91](#) once again, we'd relish the chance to try and feel that ground effect working on the quicker corners of the Goodwood hillclimb.

2015 McLaren 675LT



Modern supercars have always played an important role at the Festival of Speed. Seeing as Kenny Bräck is already driving the sole McLaren P1 LM this year, we'd happily settle for the marque's 675LT instead. Said to be more similar to the P1 than the 650S in terms of driving experience, just 500 675LT coupés were built, of which [this grey](#)

[example](#) currently for sale in Australia is one. If you can deal with the bright orange seats, there are few other modern cars as fast up the hill at Goodwood.

1988 Porsche 962C



Among the most intimidating machines in which you could tackle the hill is a Group C prototype, such as [this 1988 Porsche 962C](#) that, in the period, was fitted with those ultra-aerodynamic – and rather odd-looking – rear wheel spats. Given the resurgence in interest of Group C of late, there are plenty of other chances in the historic calendar to get some time at the wheel – Le Mans Classic, anyone? Despite being a task akin to threading a needle, if you can get those tyres even remotely warm prior to rolling onto the start line at Goodwood, the ascent would be a thrilling – and very quick – experience.

2015 Lotus C-01





The horde of classic and modern motorcycles leaving the line within seconds of each other is one of the most evocative spectacles at the Festival of Speed, and though a 1960s Guzzi would be a great way to hit the hill, we'd love to see how [the Lotus C-01](#) – the world's best custom motorcycle – would fare after its [dominance at the Glemseck 101 festival](#). Furthermore, given the bike's colour scheme, it's a great excuse to fly the flag for Classic Driver at the same time. We'd definitely be giving the infamous flint wall a very wide berth.

Gallery

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