

CLASSIC DRIVER

Market Finds - Body-conscious athletes

Lead

During our market rummagings this week, we've found a trio of significant competition machines - as well as two modified road cars that could double up as transport for an entire historic racing support team...

1995 Bentley Turbo Limousine



If you thought a 'regular' Bentley Turbo R represented a lot of car for the money, then consider [this 21.7-ft limousine version](#) - it was delivered new to San Francisco after a no-expense conversion that cost almost as much as the donor car. The additional length provides space for an additional two rear-facing passengers and, in true '90s-limo style, their conversations will be kept confidential by the privacy screen. All that's missing is a Mulliner boomerang antenna.

1992 Ferrari 348 TB Challenge





So your 458 Speciale is an ultra-focused track car for the road? That's cute. Its lineage can be traced back to the 348 TB Challenges of the early 1990s, which were converted from standard road cars by official Ferrari dealers for use in a single-series European championship. Between 1993 and 1995, [this example](#) entered three years running, finally winning the title in 1995. So, this road-legal racing car has some serious provenance of its own, rather than merely claiming some through mechanical association.

1963 Austin-Healey 3000



Two years ago, we watched [Paddy Hopkirk climb back behind the wheel of his 'Big Healey'](#), in which he won the 1964 Austrian Alpine Rally. Earlier this year, it could be found in the preservation class at Villa d'Este – and now it's surfaced [for sale in the Classic Driver Market](#). As an original Works car, Hopkirk's victory isn't the only notable point on its CV: it was also entered by BMC into the 1965 Targa Florio, where it placed second-in-class with Paul 'Hawkeye' Hawkins and Timo Mäkinen at the wheel. Its credentials are proven – are yours?

1983 Lynx XJS Eventer





There are few things more British than a shooting brake conversion, and while some often throw up some questionable aesthetic resolutions, the Jaguar XJS-based Lynx Eventer is one of the most coherent executions. After a 14-week conversion, Eventers boasted factory-level quality but added style, practicality and, most perhaps most importantly, rarity – [this Coronet Gold example](#) even more so today, as it shows fewer than 5,000 miles after living the museum life for three decades. The ninth of 67 Eventers built, it still wears its original Pirelli tyres.

1989 Porsche 962C Brun Motorsport



Now Peter Auto has [breathed new life into the Group C racing series](#), demand for eligible cars is higher than ever. At the top of the pile in desirability terms are Porsche 962s with an iconic livery – and they don't come much more striking than the Jägermeister colours, worn by many successful Porsches. One of eight built by Brun Motorsport, [this 1989 962C](#) (chassis 962-006BM) enjoyed outings at the Nurburgring and Spa, driven by Roland Ratzenberger at the latter. Now restored and wearing its orange colours (it also wore Eterna and Repsol liveries in period), this is a sobering opportunity to acquire an original Jägermeister Porsche eligible for one of the most topical historic racing series of the moment.

Gallery

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