

CLASSIC DRIVER

Market Finds - A legend is born

Lead

From the second oldest Porsche 901 in existence offered for sale for the very first time to Aston Martin's latest and greatest limited-edition V8 Vantage, we're confident in saying this week's Market Finds selection should appeal to every discernible automotive taste...

In the beginning, Porsche created the 901



A single Porsche 901 Cabriolet prototype was built in 1964, and you're looking at it. It's one of just 13 901 prototypes to emerge from Stuttgart that year – denoted by its chassis number that begins with the number 13 – and [the second-oldest surviving 901 chassis still in existence](#). What's more, it was the car from which the very first 911 Targa originated. Early provenance really doesn't come much better...

Certified 'future classic'





When Aston Martin revealed that just 150 examples of its lightest Vantage model to date, the GT8, would be built, it's 'future classic' status was cemented almost before the ink on the press release had dried. Taking obvious aerodynamic inspiration from the company's GTE racer and fitted with a proper six-speed manual 'box, it's the V8 Vantage purists have been patiently waiting for. Inevitably, the allocation was promptly filled, but [this launch-spec example](#) has just surfaced in the Classic Driver Market. The price, we hear you cry? As the old adage goes, 'if you have to ask...'

For that special occasion...



A delicious melting pot of art, engineering and competition pedigree, Bugatti's supercharged Type 35B is one of the most desirable racing cars ever built for good reason. [This example](#) was built by renowned marque specialist Ivan Dutton, utilising many original components, including the age-tested chassis rails. Its gorgeous patina is almost as entrancing as its blown eight-cylinder whine – is there a more special car in which to steal a spirited Sunday drive?

Brutish Bimmer



The Eggenberger-built Group 2 BMW 635CSis proved formidable in the 1980s, claiming the European Touring Car Championship in 1981. [This recreation](#) has been painstakingly built over a five-year period to be as close to the original as possible, using fabricated parts where original ones could not be sourced. With a 3.5-litre straight six developing 330HP, a proper motorsport Getrag gearbox and a fully welded chassis, this beautifully finished racer would be an ideal entry to the popular Classic Touring Car series. After all, racing cars look much cooler with a touch of wear and tear.

Classic in colour



The Italian Innocenti-built Mini Coopers differed to their English counterparts in many ways, most notably in their more generously specified interiors and better build quality. [This 1973 Cooper S 1300 Export](#) captured our

attention for a more obvious reason, however: those hand-painted multi-coloured stripes. The Mini was a quirky contraption, so why not accentuate that with an appropriately eccentric (and remarkably tasteful) colour scheme?

Less ‘Zag the Ripper’, more ‘Green with Envy’



It always amazes us how much lopping the roof off a car can alter its character. We recently celebrated Halloween with a menacing all-black Aston Martin V8 Vantage Zagato, which we affectionately dubbed ‘Zag the Ripper’. This [striking green Volante](#) looks, on the whole, a lot friendlier – elegant, even. Furthermore, this is one of just seven Volantes that left the factory with the 432bhp ‘X-Pack’ engine and chassis, making it arguably one of the most desirable 1980s Aston Martins in existence.

Gallery

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