

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

It's not often you'll see a Ferrari Enzo and a 1950s British work truck mentioned in the same vein, but such is the variety of offerings in the Classic Driver Market that, among a Group C legend, British droptop, and French turbo terror, they earn their place in this week's Market Finds selection...

Box fresh



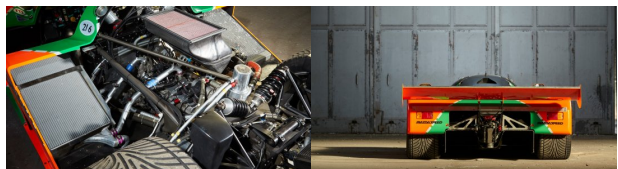
Although we will never understand the level of restraint it takes to have a Ferrari, never mind an Enzo, in your garage and not drive it, the first owner of [this example](#) did just that. Whether you agree or not, the result is an unregistered 263-mile Enzo still with its original window sticker and protective seat covers — an unbelievable opportunity to own a 'new' 2003 Ferrari Enzo. The question is, will the lucky new owner preserve it or use it? We think what we'd do is quite obvious...

Chocolat chaud



Like a perfectly petite treat from your favourite chocolatier, [this 1984 Renault 5 Turbo 2](#) looks good enough to eat in its chocolate brown with gold-accented wheels. Somewhat unassuming from the front, the 'Turbo 2' decals on the side and preposterously wide rear arches make clear the true intent of this pocket rocket, and with just three owners from new, this example is in superb condition.

Rotary rocket



The noise. That is why this car is in this selection, why it holds a special place in every enthusiast's heart, and why it has a view count on YouTube that is almost as high as its pre-sale estimate. [This particular 1989 Mazda 767B](#) is a two-time 24 Hours of Le Mans veteran and will be offered by Gooding & Co. at their Amelia Island sale in March. Having been recently fully restored to 1990 specification and dyno tested at 630hp, this Group C giant is ready to terrorise the Goodwood hill climb once again.

De-bumpered delight



Sometimes it's the simple changes that make the difference, and in the case of [this 1961 Austin-Healey 3000 MK1 BT7](#), the removal of the front and rear bumpers has transformed this British bruiser into a streamlined beauty. Subject to a nut and bolt restoration in 2009, this Big Healey is ready for many more top-down miles and is sure to turn heads wherever she goes.

Not so standard



Resplendent in period Shell Motor Oil livery, [this 1959 Standard Atlas](#) from Great British Classics would be the ideal Goodwood transport for this year, with the pick-up bay more than capable of carrying a few period-correct passengers revelling in the Revival atmosphere. Whatever you choose to use it for, there is no doubt that this is one of the finest flat-bed vans around, in beautifully restored condition.

Photos: [Tom Hartley Jnr](#) / [Wim Prins](#) / [Gooding & Co.](#) / [Car Cave Bvba](#) / [Great British Classics](#)

