

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

This week’s selection is a glorious mixed bag of fine automobiles to suit all tastes. Whether you’re looking for one of the most iconic Porsches of all time, a perfect poster car, or a Mini with pedigree in spades, our selection from the Classic Driver Market is sure to intrigue...

The purist Porsche



Although the model may need no introduction, this particular [1973 Porsche 911 2.7 Carrera RS Lightweight](#) is as superlative an example as you'll find. Ordered new by German industrialist and racing driver Fritz Müller, its racing credentials were put to use from the get-go. Campaigned by Müller extensively in the European GT Championship, German National Championship, and even hill climbs, this duck-tailed delight was the subject of an extensive rebuild in 2012 and received a further full engine and gearbox rebuild just this year. Not just an über-desirable Lightweight specification car in superb condition, the racing history puts it firmly ahead of the rest.

White knight



The masterful work of automotive design heavyweight Marcello Gandini requires no embellishment or additions, as its simplicity and majesty is best showcased with clean specifications and crisp colours. This [1991 Lamborghini Diablo](#) is such a canvas, with that sloping profile uninterrupted by the optional rear spoiler and the combination of femininity and aggression fully on display, thanks to the white paint choice. Although the discerning original owner rightfully felt no need for the rear spoiler, they did opt for what became a very rare option for the Diablo — a Bréguet Chronometer, fitted to the dash at a cost of 10,500 US dollars. Having had only one owner and covering just 598 miles from new, this is one preserved Raging Bull for the connoisseur.

International rescue



It doesn't get much more British than a racing green sports car in the rain, but this [1954 Arnolt-Bristol Bolide](#) has strong ties to the USA. Conceived by Chicago industrialist Stanley H. "Wacky" Arnolt, a combination of a Bristol 404 chassis, 2.0 engine, and Bertone body made this curvaceous convertible a truly global affair. One of fewer than 85 believed to exist today, this example is a rare sight in the UK and has been subjected to a thorough restoration to bring it back to original specifications. Ready for the concours lawn or the Mille Miglia, this is a truly versatile and visceral drop top.

Lucky number 5



Born from the era that defined American motorsport for years to come, this [1931 Ford Dick Flint Roadster](#) is a prime example of the vehicles that delighted fans on local dirt tracks. These machines were designed to be light and gutsy and were built to slide, hence the lack of front brakes, with the rear brakes operated by a lever outside the cockpit. This particular example retains its Cragar Overhead Valve conversion, a popular addition to these racers, and is littered with beautiful details, from the louvred front apron and leather hood belts to the pronounced chrome exhaust pipe protruding from the side. We can't help but think how much fun could be had behind the wheel, hand resting on that brake lever in anticipation of the next dusty turn...

Small but mighty



This is no spotlight-laden, stripped-out wannabe rally replica. This [1964 Morris Mini Cooper S](#) is a genuine BMC Works Competition veteran. Piloted by rally royalty, including

Timo Makinen and Paddy Hopkirk, between 1965 and 1967, this miniature marvel took in the Swedish Rally, Austrian Alpine Rally, and Circuit of Ireland, among others, before a life at the hands of privateers saw it run in the RAC Rally and the proving ground of the Mini — the Monte Carlo Rally. Completely restored to exacting original specifications, this example has become a regular at glorious Goodwood and other such events, and it offers the new owner a rare opportunity to obtain a proper piece of British motoring history.

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