
5 collector cars to put in your garage this week

12 October 2017 | Lianna Bruhlman

This week's selection from the Classic Driver Market isn't for the faint of heart. Just sitting behind the wheel of any of these machines will get your pulse racing, palms sweating, and heart pounding. It's just a matter of picking which one does it for you the most...

Italian stallion





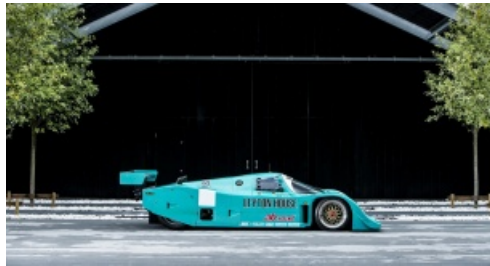
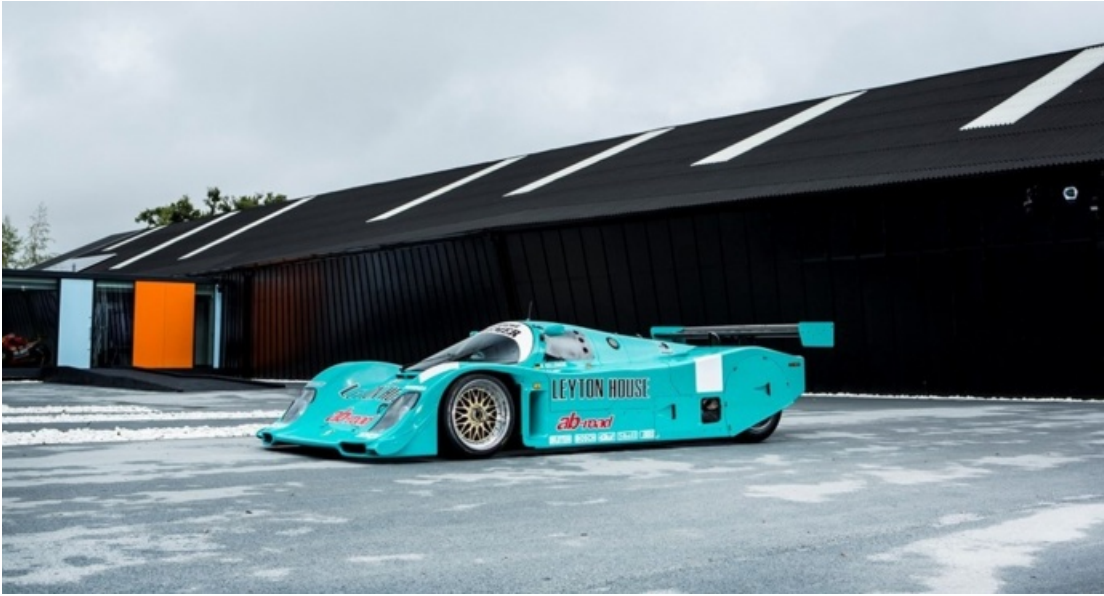
After winning 1st place at the BRDC International Trophy with Giuseppe Farina in 1949 and campaigning throughout Europe in 1950 and 1951 by Scuderia Milan, this 1949 Maserati 4 CLT went into private ownership. Now, for the first time in 40 years, someone new has the opportunity to be a part of this fantastic example's history...

Pocket rocket



You can't look at a Renault R5 Turbo without thinking of one thing — rallying. And this 1982 'Cévennes' example has been raced and rallied by its first and only owner for over 30 years. Still wearing its Radiola livery, one of just two R5 Turbo 'Cévennes' with to bear that honour, this little pocket rocket has been regularly used and maintained, ensuring it's ready for either road or rally — depending on the ambitions of its next owner.

Turquoise terror



The 11 years of Group C racing were some of the best in motorsport history. This 1988 Porsche 962 CK6, created by Erwin Kremer, saw success in this class in both the World Sports Prototype Championship and the All Japan Sports Prototype Championship. After 15 years of retirement, being kept within Mr Kremer's personal collection, the 926 competed in 'modern-historic' racing around Europe and saw the spotlight once again. Do you think you have what it takes to tame the turquoise terror back out on the track?

Gold member





Conceptualised by Simon Diffey, who wanted to build a 2002 European Group One 'all steel, all glass' specification for himself and his son to race, this 1972 BMW 2002 race car is truly a dream come true. Finished in Warsteiner livery and raced by Jochen Mass at the 2014 Goodwood Members' Meeting, this golden gladiator is ready for more historic racing.

Winner, winner



Evolving over the years, being converted to CSAI-GT specification by Michelotto early on in its life and then LM specification shortly thereafter, this 1989 Ferrari F40 has seen success for numerous teams, wearing liveries for Jolly Club, Shell Oil, Totip, and Taisan. Almost 25 years on from its FIA Championship win, this F40 could still be just as competitive on the historic track today.

Photos: [Fiskens](#) / [Leclere](#) / [Duncan Hamilton ROFGO](#) / [Pendine Historic Cars](#) / [DK Engineering](#)

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