

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

From a unique coach-built Ferrari V12 formerly owned by one of the 20th century's most famous world leaders to a luxury Toyota with massaging rear seats, this week's Market Finds beautifully illustrates the diversity of the Classic Driver Market...

Winter warrior



If you've recently spotted a Range Rover Evoque Convertible and wondered "why haven't they thought of that before," well...they have. Land Rover offered a convertible version of the three-door Range Rover Suffix A, and while its flimsy-looking canvas roof looks rather awkward at first glance, we can certainly get behind the idea. This [fabulous Lincoln Green over Palomino Tan example](#) benefits from a recent restoration.

Your yearly dose of Vitamin C





“If you’re ever presented with the opportunity to drive a Group C car at Le Mans, at dusk, with the dashboard lit up, take it — it’s truly brilliant,” Henry Pearman of Eagle E-type fame once told us. And he should know, he owns 18 of them. Well, here’s your chance — a remarkably original [1990 Porsche 962C](#), which entered just four races in period, is on the button, and is ready to race at this summer’s Le Mans Classic. Pilgrimages to La Sarthe really don’t come much better (or quicker).

The Rolls-Royce of Toyotas



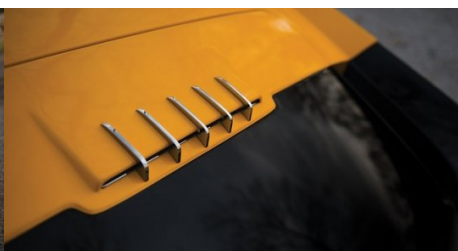
If you were a somebody in Japan in the 1970s, ’80s, and ’90s, you were most probably chauffeured around in the sumptuous confines of a Toyota Century. This [special ‘Luxury Sedan’ edition](#), in our eyes, looks a little like a Facel Vega crossed with a Rolls-Royce Corniche. And it’s every bit as luxurious as both, with rear massaging seats, a privacy curtain, and front and rear cassette decks. It’s also one of the few Centurys to have escaped Japan, where it was exclusively sold — this example is currently for sale in the United States.

All bark, all bite



Aside from the more luxurious interior (if you can get away with calling it that) and the substantially detuned engine, the 200 road-going Peugeot 205 T16s, one of which being [this example](#), are similar in format to the fearsome rally cars that dominated the Group B category — the then-pinnacle of motorsport (that's right, more popular than Formula 1) — right up until its termination by the FIA in 1986. And if that's not something to boast about, we're not sure what is.

Glorious Ghia



Carrozzeria Ghia in Turin clearly did something right when it clothed [this one-off Ferrari 212 Inter](#) for the Paris Motor Show in 1952. Having subtly spied the car sitting proudly on the show stand, famous Argentinian general Juan Perón was smitten and arranged to buy the car (albeit through an intermediary in Rome — either for tax or

discretionary reasons). Following the fall of Perón in 1955, the car passed through several owners' hands, one of whom chose to comprehensively restore it. We think it's truly fabulous.

Photos: [The Aston Workshop](#) / [Art & Revs](#) / [Daniel Schmitt & Co. Classic Car Gallery](#) / [De Widehem Automobiles](#) / [RM Sotheby's](#)

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