

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead
This week's selection from the Classic Driver Market spans over 60 years, from a sensational 1950s Ferrari racer with a fantastic period competition résumé to Porsche's latest and greatest 911 — a delivery-mileage GT2 RS...

The first and only



It seems baffling to think, but the original Range Rover was not the ultra-luxurious mammoth it is today. But its simplicity, agricultural ruggedness, and elegant aesthetic make it 10 times more desirable in our opinion. This [two-door 1980 Range Rover Classic](#) is fitted with the rare overdrive feature, making it that little bit more comfortable over longer distances. And it benefits from a raft of recent upgrades, including a new exhaust, a carburettor rebuild, and a set of new tyres.

Magical Mondial



You might not know it, but the motorsport scene in California in the 1950s and '60s was buoyant, catalysed by the world's best racing drivers who flocked to The Golden State to compete. This sensational [1954 Ferrari 500 Mondial](#) raced extensively in California in the 1950s and was indeed driven by such heroes as Phil Hill, Richie Ginther, and John von Neumann. The car was recently comprehensively restored by the Classiche department in Maranello, during which a period-correct engine was fabricated from scratch. It's now ready to be returned to the road, race track, or concours lawn.

Leapfrog



The most powerful road-going Porsche 911 to date, the 691bhp GT2 RS is arguably the most talked-about supercar of the moment. The trouble is that getting hold of a new one through a main dealer is proving easier said than done. While the no-doubt significant price premium isn't listed in the advert, [this fabulous delivery-mileage Mexico Blue example](#) — fitted with the desirable Weissach package — has just hit the Classic Driver Market. So, if you're averse to queues, this is one way of skipping them.

Made in Switzerland



Switzerland might not be considered an automotive nation today, but in the 1970s, some of the most innovative sports and luxury cars were produced at [Monteverdi in Basel](#). One such was the 1971 Monteverdi 375L High Speed, which was elegant, fast, opulent, and perhaps most importantly, unconventional. Most of the handful of examples built were fitted with four-speed automatic gearboxes, including [this blue left-hand-drive car](#), which looks to be in fantastic condition. If you've never been one to follow a crowd, promise us when we say that this gorgeous 1970s Grand Tourer is going to prove more of a talking point than any Ferrari or Lamborghini.

The Riviera Buggy





Fiat's Jolly beach cars proved such a hit in the 1950s and '60s that other manufacturers simply couldn't sit back and do nothing about it. Even Austin tried its hand at creating a Mini without doors and 'B' pillars and with chic wicker seats. Just 15 were hand built at Longbridge, of which [this freshly restored blue example from 1963](#) was one, as proved by its official Heritage certificate. Even Her Majesty The Queen was charmed by the little Mini, allegedly employing one to use at Windsor Castle.

Photos: [Morris & Welford](#) / [DPM Motors](#) / [Thiesen Berlin](#) / [Europe Auto Classic Cars](#)

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