

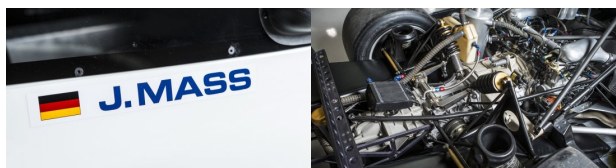
CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

You've got to love the Classic Driver Market. No sooner had we spotted a freshly restored, race-winning, and semi-Works Porsche 962 Group C car than we were swooning over a Gandini-designed Italian sports car we'd, frankly, never heard of. Here is this week's selection...

As résumés go...



Opportunities to own as historically significant racing cars as [this 1987 Porsche 962](#) don't come around very often. Campaigned by Richard Lloyd Racing in the 1987 season, chassis 106/B was consistently the fastest 962 on the track and claimed victories at the Norisring and Kyalami. The latter was a particularly special occasion as it was the final major race held on the original and much-loved circuit layout. What's more, Porsche factory driver Jochen Mass – then a Cape Town resident – drove the car with support from the Works, hence the Rothmans livery. It's now been restored exactly as it raced that day in South Africa and is ready to be raced once again. Who else thinks we should reunite Jochen with the car?

One of nine



Just nine Frazer Nash Le Mans Coupes were built by AFN, of which this is the only example configured in left-hand-drive. It was bought by a Tennessee businessman following an impressionable visit to the Works, and he certainly didn't hold back with the specification, opting for a slightly taller roof, the 'hot' 140HP engine, a 'fly-off' handbrake, and centre-lock wire wheels. Though originally intended as a road car, its second owner campaigned the car in SCCA events in the late 1950s, including the Sebring 12 Hours. Eligible for the Le Mans Classic, Goodwood Revival, and the Mille Miglia, [this handsome and lesser-known British sports car](#) is a guaranteed talking point.

This Phoenix never fell





Finding modern-era BMW ‘M’ cars that haven’t been proverbially molested is no mean feat. Imagine our delight, then, when [this low-mileage one-owner 2001 E46 M3](#) emerged in the Classic Driver Market this week. Even better is the fact that it’s being offered by the same dealer who originally sold it, Hexagon Classics. Presented in Phoenix Yellow with a black leather interior, this M3 benefits from being a manual – the SMG ‘boxes from that era were notoriously ropey so the six-speed is definitely the car to have. A fantastic driver’s car that’s in time capsule condition – what’s not to love?

Surprise, surprise



Silver Grey Metallic with a Silver *Gold* Metallic centre section – on paper, the specification of [this 2008 Bugatti Veyron 16.4](#) simply shouldn’t work. But in the metal, we must say we’re very pleasantly surprised. For several years now, influential figures in the collector car world have been tipping the Veyron as a future classic and it’s certainly got a lot going for it – not least newly reduced service costs that make using and maintaining the car a less eye-wateringly expensive task. If you’re going to take the plunge, there isn’t another Veyron out there that looks like this one...

Recipe for success?



With the know-how of Alejandro De Tomaso, a quirky (if not particularly handsome) design by Marcello Gandini, and a chassis designed by ex-Formula 1 designer Enrique Scalabrini, the Qvale Mangusta had so much promise. Ultimately, only 284 were ever built in the early 2000s, including [this Mangusta Green example](#). Both cheaper and more powerful than an Alfa Romeo SZ, here’s an alternative Italian sports car that you certainly won’t risk seeing on your Sunday drive.

Photos: Duncan Hamilton ROFGO / Historic Cars / Hexagon Classics / DK Engineering / Classic Youngtimers Consultancy

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