

CLASSIC DRIVER

[5 collector cars to put in your garage this week](#)

Lead

Winter might be around the corner, but that doesn't mean we should be tucking our cars away just yet. Whether it's a sunny drive in a Testarossa Straman Spider or hauling logs in the pouring rain with a Range Rover, these five collector cars are patiently waiting to be called into autumnal action...

Spiderman



Ferrari only built a single drop-top Testarossa, and that was at the request of a certain Mr. Agnelli's. That left small coachbuilding workshops such as Straman in California to carry out conversions for those who really wanted to be seen driving the cult-classic 1980s supercar. This [metallic grey Testarossa Spider](#) is one such example. With just 9k miles on the clock, the car looks to be in fantastic condition. Sure, it won't be to everyone's taste, but for prowling the boulevards of Miami or New York, it's a surefire way of standing out.

Pared back and pinstriped



A pared-back 911 designed to return to the essence of the original, the Club Sport was a true driver's car. Just 340 were built between 1987 and '89, of which 53 were right-hand-drive models destined for the UK market. This [beautifully maintained example](#) is one of those cars, its previous owners clearly sparing no expense in keeping it looking and driving as good as the day it left the factory. Plus, who doesn't love pinstriped velour upholstery?

Full circle in Finland





It was in the mid-1980s when the Range Rover began to turn from an all-out utility vehicle into a luxury motorcar. Just look at [this stunning Vogue from 1989](#), for example, with its opulent Cypress Green paintwork, sporty three-spoke alloys, and supple velour interior accented with wooden trim. The recipient of a recent restoration, which included a rebuild of that burbling 3.5-litre V8, the Range Rover has remained in Finland for its entire life. It's still a Range Rover, remember – long and bleak winters are what this car relishes.

Bentley for buck



To coincide with its return to Le Mans in 2001 after an absence of 71 years, Bentley decided to build limited edition ‘Le Mans Series’ variants of the Arnage, Continental T, and Continental R models. Featuring the most powerful engines, muscular flared arches, big wheels and brakes, and a raft of special badges and plaques, these cars exemplified all that is brilliant about Bentley. This [2001 Continental R Le Mans Series](#) is one of just 46 examples handcrafted in Crewe and is truly regal in Midnight Emerald over a two-tone Autumn and English Tan leather interior. What's more, it's around a third of the price of the similarly rare and similarly powerful Aston Martin Vantage Le Mans.

All the right ingredients



Striking Giugiaro coupé bodywork, the famous ‘Busso’ V6 beneath the bonnet, and ultra-cool French-yellow headlights – [this 1983 Alfa Romeo GTV6 2.5](#) is far more exciting than its price would suggest. You can always tell when an old car’s been cherished – in this instance, the Alfa has been repainted in the retro shade of Grigio Nube and is accompanied by a wealth of documentation attesting to its provenance. We simply love it.

Photos: Stuart Parr Collection, Bastian Voigt, Pendine Historic Cars, Private Sellers

Gallery

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