

# CLASSIC DRIVER

## 5 collector cars to put in your garage this week

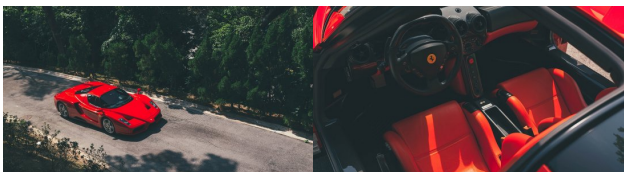
**Lead**  
The variety of the Classic Driver Market never ceases to amaze – where else can you begin by hunting for a new Aston Martin DBS and end up smitten by a miniature Porsche 936? Here is this week’s selection of cars you need to put in your garage...

### Leapfrog



This must be one of [the first Aston Martin DBS Superleggeras listed](#) for sale anywhere in the world. What’s more, its specification is to die for – Buckinghamshire Green paint, carbon-fibre roof, Ivory and Forest Green two-tone leather upholstery, and a raft of further optional extras that added around £40,000 in total to the list price. We’d love to say we could have specified Aston Martin’s new flagship Grand Tourer better, but we’d probably be lying. Here’s your chance to leapfrog the waiting list.

### Like a fine wine...



We recently pitched the following question to our circa-200k Instagram followers: is there a modern-era Ferrari that’s aged as gracefully as the Enzo? Our hunch was right – the overwhelming answer was no! This [ultra-low-mileage example](#) of Ferrari’s millennial ‘halo’ supercar was delivered new to a well-known Japanese collector in 2003 and has just one owner since. We particularly like the lesser-seen Pella Rossa interior. Will the LaFerrari look so good in 15 years’ time? We’re not so sure.

### Start ’em young







If your son or daughter hasn't yet caught your bug for old racing cars, fear not – this scaled down 5HP version of the [Porsche 936](#) driven by Jacky Ickx and Derek Bell at Le Mans in 1976 and '77 ought to do the trick. It's one of fewer than 100 built, predominantly for the children of the real car's drivers and team members back in the day. The best thing? You children could compete at Le Mans themselves as part of the fiercely contested Little Big Mans at next year's Le Mans Classic.

### The genesis of Nissan's IMSA dominance



The Nissan GTP ZX-Turbo will forever be known as the car that knocked the dominantly Porsche 962C off its perch in the American IMSA sports-car championship in the late 1980s. This [particular example](#) of the gargantuan and brutally powerful prototype was the very first built by the Works and contested the 1985 and 1986 championships, driven by the likes of Tony Adamowicz and Geoff Brabham. That means it represents the very beginning of Nissan's eventual IMSA dominance, which would result in four straight championship victories.

### Shmokin?



There's no doubting that the blue, white, and red Rothmans livery that graced Porsche's dominant Group C 956s and 962s is one of the most evocative in motorsport history. But how do you feel about it on a modern car such as [this Porsche 997 Carrera](#)? The audaciously modified 911 was built by Reflex Auto Design in the United Kingdom, which claims to have blended retro styling elements (such as the Slantnose) with contemporary technology, including a trick air-suspension system. We know it won't be to everybody's taste, but it's different. And if there was ever a European sports car out there that has the right to be different, it's the Porsche 911.

*Photos: Romans International, International Collectables by Edward Lovett, Straderial, Jarrah Venables, Historics at Brooklands*

### Gallery



















































