

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

Summer might be fast approaching, but the Classic Driver Market shows that dealers have shown no signs of winding down for their holidays – these five exceptional road and racing cars were all added this week and, judging by their attributes, shan't be hanging around for long...

Join the Club



Having recently visited the [Challenge & GT Days at the Red Bull Ring](#), we can testify to the fact that the Michelotto-built Ferrari F430 GTC sounds like God clearing his throat. This ex-AF Corse example – [chassis #2642](#) – was delivered with the uprated Evo package and raced by modern-era Ferrari sports car legends Gianmaria Bruni and Toni Vilander to victory in the 2009 FIA GT Championship. The Classiche-certified racecar has since been restored back to its 2009 winning specification and is ready to hit the track again in any of the numerous series for which it's eligible, Endurance Legends and Club Competizione GT included.

An exercise in restraint



The 16m-euro Bugatti La Voiture Noire might have just claimed the Design Award at the [Concorso d'Eleganza Villa d'Este](#), but 10 years ago, it was Aston Martin's flagship One-77 capturing hearts and imaginations on Lake Como. This [Swiss-delivered maroon 2012 example](#) has covered a scant 606 miles from new. Would you have been able to exercise the same restraint?

Very Important Provenance





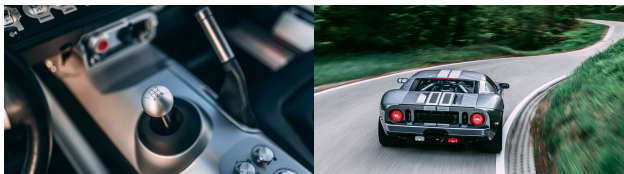
Provenance plays such a prominent role in today's ever-discerning market for collector cars. Fortunately, [this 1964 Porsche 904 Carrera GTS](#) has provenance in spades. Remarkably, the ultra-sleek sports-racing car's history file is continuous from the day it was delivered to now, bolstered with its factory Kardex, period photos (including of its appearance at the 500km of Spa in 1964), restoration records, invoices, and correspondence from previous owners. What's more, it's been in the current owner's hands since 2004. Special doesn't begin to cut it...

Your key to the historic racing world



To say genuine Autodelta-built Alfa Romeo Giulia Sprint GTAs in right-hand drive are few and far between would be an understatement. This [example of Scagliione's handsome saloon](#) has lived quite the life – it was delivered in 1965 to a Maltese hill-climb racer and subsequently, as was the norm in the 1980s, converted into Group 2 specification. It's since been returned to its pre-1966 configuration by a renowned UK-based Alfa specialist and raced in a variety of events. The beauty of a GTA is its versatility – you could do the Tour Auto, Le Mans Classic, and the Goodwood Revival in this Alfa Romeo in 2020...

As good as the day it rolled out of the factory



If the small-capacity EcoBoost V6 engine of the third-generation Ford GT doesn't get your blood pumping but your budget doesn't quite stretch to the heady heights of an original GT40, then the GT from the mid-noughties is the Dearborn-built beauty for you. And we'll defy anyone to find a finer example than [this Tungsten Grey car built in 2006](#). It's had just two owners since then who, collectively, have put just 440 miles on the odometer. As a result, we wouldn't shy away from saying this Ford GT is in 'as-new' condition.

Photos: Jan B. Lühn, Duncan Hamilton ROFGO, Sports Classics Geneva, Auxietre & Schmidt, Very Superior Old Cars

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