

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

More so now than ever, it's the tiniest details that combine to increase the desirability of a collector car. The following five classics are truly worthy of note...

Good reason to celebrate



In the 50th year of the Porsche 914, the first German mid-engined sports car warrants a place in any serious Porsche collection. Naturally, we'd opt for a six-cylinder version, preferably with an exciting history. Take [this 1970 Porsche 914/6](#), for example, which was owned for some time by the American marque expert and racer Grady Clay. More recently, Coldplay's bassist and founder of The Road Rat magazine Guy Berryman contested the Tour Auto with the car.

Your historic racing car for the 2020 season





The season might be coming to an end, but no doubt thoughts in the historic racing fraternity will be turning their thoughts to 2020 and, more specifically, the apex-hunters with which they'll be competing. We're sure [this Alfa Romeo Giulia GTA 1300 Junior](#), which was built by Autodelta in 1968 for use in the sub-1.3-litre class and has recently been comprehensively restored, will turn many heads.

Hammer Time!



Who would have thought a few years ago that early Mercedes AMG models would one day be traded for values in excess of 400,000 euros? The 'Bomber Benzes' from the 1980s have enjoyed a resurgence in the collector car market and [this 1985 Mercedes-Benz 500 SEC AMG Widebody](#), fitted with the desirable 'dogleg' gearbox and showing just 37,500km on the clock, is arguably one of the most interesting 'Hammers' currently for sale.

Success in South Africa





Successful touring cars from the 1990s are another automotive niche currently raising the interests of collectors. This [colourful BMW 318i](#) started life in 1994 as a Works entry in the South African Touring Car Championship, in which it claimed overall victory in the hands of Shaun van der Linde.

Who’s the boss?



The Ford Mustang and Chevrolet Camaro aren’t the only muscle cars, you know? In the mid-1970s, the British racing driver and Ford tuner Jeff Uren took a Ford Capri and shoehorned a brutish Boss V8 into it, revised the transmission and suspension and gave the body to the airbrush specialists at Mech Paint. The [pearly white work of art](#) was tested at Goodwood, where it reportedly accelerated as quickly as a Ferrari Daytona. Do you already have a car for the next Goodwood Revival?

Gallery

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