

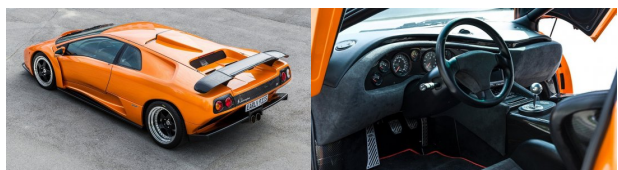
CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

A modern diesel-powered LMP1 prototype with an international race win under its belt, an über-rare coach-built Italian coupé from the 1960s without the price tag you'd imagine and perhaps the angriest bull to ever have emerged from Sant-Agata – the Classic Driver Market is nothing if not diverse...

The angriest bull



Hardcore. That's the only word that can justifiably describe the transformation the Lamborghini Diablo underwent to reach GT guise (as if Gandini's original 1990s poster car wasn't bonkers enough). The old 'racing car for the road' cliché is bandied around a lot, but the 575bhp, 211mph, 6.0-litre V12-powered Diablo GT certainly fits the bill. Only 80 were built and sold to Lamborghini's most devoted – and brave – customers. Discovering one available today is rare, let alone finding [one that genuinely looks as good as the day it was rolled out into the Sant'Agata sunlight](#) for the first time. Plus, we won't let it be said that Arancio Borealis isn't the best colour for this most enraged of bulls.

Fit for a king



To give you an idea of the reverence held for the sharp and agile handling of the Ercole Spada-penned Alfa Romeo Junior Zagato, Gordon Murray – undoubtedly one of the finest automotive designers to have ever lived – recently commissioned Alfaholics to build him a GTA-R restomodded version for him to drive from day to day. This [full-fat 1600 example from 1973](#) presents beautifully following a recent comprehensive restoration. But while it wants for nothing visually or mechanically, an upgrade or two from Alfaholics would not go a miss. Anyone who's seen footage of its Giulia Sprint restomods being danced at the limit will instantly understand why.

Small Italian, big on design





In addition to the plentiful Ferraris and Maseratis designed by Vignale, the Turin-based design house was often enlisted by Fiat for limited editions, prototypes and motor-show concepts. And the Fiat 125S Samantha, which was personally drawn by Alfredo Vignale as a luxury coupé for regular long trips, is one of its lesser-known hits. Why that is we have no idea – it's like a concoction of design cues from many of the greatest 1960s sports cars, not least the Lamborghini Miura. Just 100 of these proper coach-built coupés were sold and [this restored Samantha](#) is offered for less than a modern hot hatchback.

A brilliant blank canvas



We've all daydreamed about designing our own racing liveries. Well, now's your chance to do it for real. This [Mercedes-Benz SLS AMG GT3](#) was delivered to AMG's racing arm, HWA AG, back in 2016 and spent the following six years exhibited in its private collection. As such, it was never raced and thus never received a livery. Not only is this a rare opportunity to purchase an unraced and effectively brand-new factory built modern-era sports-racing car, but it's also a chance to be imaginative and put this 190mph blank canvas to good use.

Peugeot's last hurrah



The true culmination of everything Peugeot had gleaned during its successful LMP1 programme between 2007 and 2011, this 908, [chassis 07](#), was driven solely by Anthony Davidson and Sébastien Bourdais to victory in the final round of the 2011 World Endurance Championship in Zhuhai, China. It was the last competitive outing for the mighty 908 and a fitting final hurrah before Peugeot Sport announced its withdrawal from the sport. Today, the mind-melting diesel-powered prototype could be your race-winning chariot for the flourishing Masters and Peter Auto Endurance Legends series. Provided you have the steely nerve to push it towards its extraordinary limits of capability.

Photos: Movendi – The Spirit of Classic Cars, Cool Classic Club, Early 911S, Mechatronik, Ascott Collection

Gallery

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