

# CLASSIC DRIVER

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

**Lead**  
Provenance played a significant role in the selection process for this week’s picks from the Classic Driver Market – how do a three-owner Bizzarrini and Sébastien Loeb’s final title-winning Citroën sound?

### A motorsport monument



In simple terms, [this is the most successful Citroën DS3 rally car in existence](#) having won a staggering 80 stages across 32 rallies between 2012 and 2016. Furthermore, it’s the car that took Sébastien Loeb to his ninth and final world title in 2012. Such was chassis 17’s exhaustive and exemplary competition record (11 overall rally victories and 16 podiums!) that it was bought from the Works by a renowned French privateer team as soon as it was retired. This is your chance to buy an über-significant slice of modern rallying history.

### Brescia or bust



In our opinion, there are two ways of tackling the modern version of the Mille Miglia. You can either drive hell for leather in an open pre-War sports car such as a Bugatti Type 35 or an Alfa Romeo 8C, which is an uncomfortable, deafening and exhausting experience yet one of the most exhilarating things you can do on four wheels. Or you can travel the 1,000 miles from Brescia to Rome and back at your own pace in the comparatively luxurious confines of a post-War Grand Tourer such as this fabulous [1956 Mercedes-Benz 190SL](#), which benefits from an exquisite concours-standard restoration.

### (Un)fit for a King



In what turned out to be a classic case of running before he could walk, King Hussein of Jordan ordered [this Ford RS200 Evolution 2](#) in 1986. With a dizzying 700bhp on tap, it was the fastest RS200 Ford had delivered. And despite the best efforts of Stig Blomqvist, who flew out to Jordan to coach His Highness, the car proved too quick for the King and was promptly returned to the factory. It subsequently contested the 1989 European Rallycross Championship and today remains the most original factory RS200 in existence. It even has the original fire extinguisher system from 1989 still plumbed in.

Three owners in 54 years



Talk about grade-A provenance. This [Bizzarrini GT Strada 5300](#) was delivered new to the president of Nestlé Luis Roussy in 1966, before winding up in the world-famous collection of the American racing drive Briggs Cunningham just a year later. The car remained in California until 1988 when it was acquired by its third and final owner, who’s finally decided to part with its after 32 years. Given how beautifully preserved this Bizzarrini is, if we were the lucky new custodians, we’d be hard pushed not to respray it in its original shade of light blue.

Steel grey over Kiwi



It’s believed that no more than five E46-generation BMW M3s were produced in Steel Grey with a Kiwi leather interior, of which [this fabulous two-owner example from 2002](#) is one. We’ve no doubt the rarity of the car’s specification will be of equal interest to discerning collectors as its remarkable originality – how often do you find a BMW M car as pure and untouched as this one?

*Photos: Drivershall, Duncan Hamilton ROFGO, Fiskens, Aguttes*

Gallery



























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