

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

As another week passes, so we’ve delved into the Classic Driver Market and once again selected the most intriguing new additions to highlight for you, our loyal readers...

Full-fat Porker



This is the only [Porsche 911 GT2 RS](#) delivered to Switzerland finished in the paint-to-sample shade of British Racing Green, which surprises us given Swiss collectors’ propensity to specify their exotic cars in darker and more discreet colours. Furthermore, it’s the only Swiss-delivered car fitted with the track-oriented Manthey Racing package, which includes that huge dinner table-sized rear wing and magnesium wheels with neat carbon-fibre aero discs. Aggressive isn’t the word to describe this most hardcore of modern Porsche 911s.

Made in Switzerland



Switzerland might not be considered an automotive nation today, but in the 1970s, some of the most innovative sports and luxury cars were produced at Monteverdi in Basel. Powered by powerful and reliable big-block Chrysler V8s and clothed with traditionally elegant bodies, Monteverdis such as [this ultra-rare 375L High Speed from 1971](#) were never too outlandish, but they oozed character and have proven to be timeless. A remarkably original example, this Grand Tourer was beautiful 40 years ago, remains so today and will look just as good in 40 years’ time.

The last word in automotive luxury





You only have to glance at the seemingly endless list of optional extras on this delivery-mileage [2017 Mercedes-Maybach S650 Cabriolet](#) to understand why its boggling 300,000-euro price tag is justified. For many, the premium luxury car game begins and ends with the Mercedes S-Class, and this Maybach-honed drop-top, one of just 300 examples ever built, is a frankly ridiculous variation on the theme.

One of 30



This bright white sledgehammer is a [Lamborghini Diablo GTR](#), one of just 30 built by the factory to contest the fiercely competition one-make Super Trofeo championship. Essentially, it's a 'regular' Diablo GT turned up to 11, with a V12 producing nigh on 600HP, a body crafted mostly from carbon-fibre, a stripped-out and spartan interior and a hulking-great adjustable rear wing. The eleventh chassis built, this GTR was raced predominantly in French GT championships in the early noughties. It was restored by a Parisian marque specialist in 2007 and has since been enjoyed on a number of track days. Today, this raging bull is among the most extreme representations of the ultimate 1990s supercar, sharing the hallowed heights of the list with the McLaren F1 GTR and the Bugatti EB110 SS.

A surprisingly tasteful tribute



When he received his production slot, the first (and only) owner of [this Ferrari 488 Pista](#) took the chance to pay tribute to one of his favourite historic Ferraris: the Ecurie Francorchamps 250 Testa Rossa chassis 0724TR, which was driven to seventh overall in the 24 Hours of Le Mans in 1958 by Lucien Bianchi and Willy Mairesse. As such, the generously optioned Pista is painted Giallo Arilla Amarillo with a burgundy stripe, has number 58 door roundels, and inside boasts a red driver's seat and a black passenger's seat. As the photos show, the specification looks a lot better in the metal than it sounds on paper.

Photos: FK Group SA, Speed 8 Classics Bvba, Dylan Miles Ltd, Eleven Cars, Mechatronik

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