

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead
If you like your automobiles rare, subtle and full of character, you will appreciate our latest selection of collector cars for sale from the Classic Driver Market.

Range Euphoria



Long-time readers of Classic Driver might remember that our history traces back to the mythical customization company and larger-than-life collector car dealership Car & Driver in Hamburg, Germany. Now [this 1991 Range Rover 3.9 Vogue](#) was built three decades ago as a special commission for Car & Driver, sporting a subtle grey paint with a matching dark green Connolly leather interior – and teasing the limited Aston Martin DB11 Classic Driver Edition we released in 2018 to celebrate our 20th anniversary. Featuring Scheel Mann seats, a Moto Lita steering wheel, a period Alpine CDE 196 DAB radio with powerful subwoofers and a full Matzker restoration, this might very well be the coolest classic Range Rover we can think of.

Estate of mind



Rare, understated and powerful estate cars from the 1990s are high on our wish list these days – and [this 1994 BMW M5 Touring](#) ticks all boxes: Equipped with the 3.8 litre straight-six producing 340 hp and 400 Nm of torque as well as the manual six-speed gearbox, upgraded brakes, the Adaptive M Suspension and 18-inch wheels, this is certainly not your usual station wagon. Only 891 of the E34 M5 Touring were built, making this one of the rarest M models. The six-speed version is even harder to find, as only 209 were built. And while collectors usually yearn for low-mileage cars, we like the fact that the previous three owners have used the Touring for its intended purpose and covered a total 182.600 km – meaning you can enjoy it without pricks of conscience.

Mon dieu!





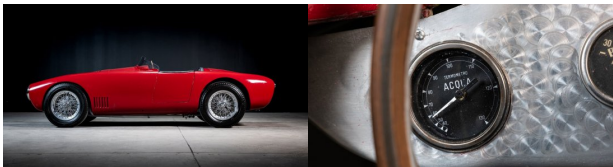
What if Citroën had not just built a coupe version of the sleek, Maserati-powered SM – but also a convertible? As a matter of fact, renowned French coachbuilder Henri Chapron revealed a rather spectacular open-top version of the Citroën SM christened “MyLord” at the Paris Motor Show in 1971. Unfortunately, only five cars were built, making it one of the rarest coachbuilt specials of the era. Luckily, one daring SM owner did not want to miss out on the open air driving experience – and took his car to Carrozzeria Ferrero in Italy in the 1990s to be converted. Things took a bit longer than expected, and in 2021 the MyLord Recreation was complete featuring an electric roof and Poltrona Frau leather seats. [It is now offered for sale with Veloce Classic and Sports Cars.](#)

Instant Classic



If we had to pick one Porsche 911 from the 997 generation to put into our garage, it would probably be the Sport Classic. We still remember the excitement we felt when we picked up the light grey test car in Zuffenhausen in summer 2010, instantly knowing the fleet managers had handed us the keys to something very special. Only 250 cars were built – and while the limited-edition 997 Speedster wasn’t loved by collectors at first sight, the retro looks of the Sport Classic with its Fuchs wheels, ducktail, wide hips, six-speed manual gearbox and espresso brown leather seats just worked! So if you are looking for the ultimate collector Porsche from the new millennium, [this low-mileage example from the stables of Serge Heitz](#) might just be the right car for you.

Sculpture on wire rims



Founded by the Maserati brothers after they had left their company in 1947, O.S.C.A. was one of the most prestigious manufacturer of sports and race cars in postwar Italy. The OSCA MT4 1500 is thought by many to be the best car they produced – in the mid-1950s it was raced successfully at Sebring, the Mille Miglia and the Targa Florio. But the car was not just fast – it was also painstakingly beautiful. One of approximately 78 cars built, [the OSCA MT4 offered for sale by Rapley Classic Cars in Bethel, New York](#) was raced in period and features the desirable Spyder coachwork as well as the original chassis, original body and original engine.

Gallery

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