

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead
For the last seven days, we've been scouring the Classic Driver Market for the five of the finest classics we have to offer. Find the fruits of our labour below!

GT Lite



Built to steal the European Touring Challenge back from the Ford Cortina Lotus, the Alfa Romeo Giulia GTA, or “Gran Truismo Allegerita” is undoubtedly one of the most achingly beautiful homologation specials ever built. This [1965 Alfa Romeo Giulia GTA](#) was originally delivered to Jura and has enjoyed a long history of competition during its lifetime. It recently underwent a full restoration and comes with its FIA HTP, ready to get stuck into some racing once more. With its lovely two-tone silver and red paintwork, we couldn't imagine a more gorgeous choice of ride for the Tour Auto or Modena Cento Ore, in which this car is already a veteran.

Giallo beautiful!





In 1977 this 512 BB left the factory as a streetcar, but as you can clearly tell it didn't stay in that configuration for long. In true Italian playboy fashion, this prancing horse's first owner took his new pride and joy to the legendary Bacchelli & Villa workshop, who built the 512 BB LM racers for Ferrari. His request: as close to a full race conversion as possible, while still retaining the car's everyday drivability. This is no plastic bodykit, as you can probably tell. Instead, this car's widened aluminium bodywork was lovingly handcrafted and riveted to the car, while the flat-12 engine was also swapped for something closer to that found in the competition cars, producing a whopping 406 horsepower. Today, this unique [1977 Ferrari 512 BB Competizione Stradale](#) is finished in a lovely shade of Giallo Modena and has covered a mere 21,608 miles, meaning it's more than ready to steal looks from the public once more.

Aussie grit



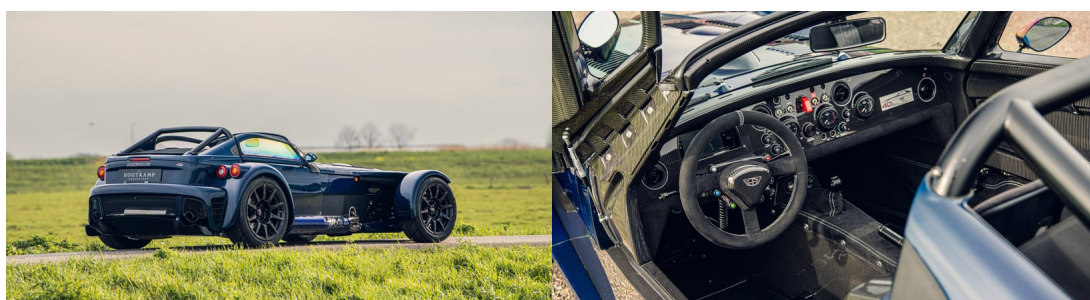
This beautiful brick of an automobile is a [1983 Holden Brock VH SS Group 3](#). While it may look like a boring old three-box sedan from afar, step closer and you'll notice the sizeable hood bulge, which begins to give away this car's true nature. Finished in Maranello Red, this example was ordered with the optional 5.0-litre V8, producing a respectable 245 horsepower. It has also been upgraded with a more usable 5 speed gearbox, although it comes with the original 4 speed too. Inside you'll find some rather fetching tweed seats, and the upgraded Brock HiFi Cassette player with the factory equaliser. So, if you're in need of a four door, but don't want to settle for a grey German saloon, give Young Timers Garage a call.

The 'champ is here



Are you on the hunt for an Italian drop-top to enjoy this summer, but find the usual Ferraris and Lambos a bit 'been there, done that'? If yes was your answer, then this exceedingly-rare [1984 De Tomaso Longchamp GT Spyder](#) will be just your cup of espresso. An original Spyder conversion done by Pavesi, this example appears to be in tip-top shape, despite having covered a healthy 64,064 miles in its time. Under the bonnet you'll find a 351 cubic inch Cleveland V8, endowing this low-slung Spyder with a mighty 345 horsepower, while the transmission is automatic, ensuring maximum relaxation on any road trips you might be planning this summer.

Dutch courage



One of the craziest manufacturers out there at the moment has to be Donkervoort, so when we saw this [2019 Donkervoort D8 GTO-40](#), we just couldn't resist. Effectively a Caterham Seven that's been fed nothing but steroids its entire life, this D8 GTO-40 is not to be taken lightly, although at just 678 kg it is very light indeed. With a full carbon

fibre body, carbon fibre wheels, and an Audi 5-cylinder up front producing 380 horsepower, the D8 GTO-40 is the Dutch marque’s fastest car ever, rocketing to 200 km/h in just 7.7 seconds. As one of just 40 built, this is a very rare opportunity to own one of the wildest cars ever allowed to wear a number plate, provided you're brave enough to take the wheel.

Gallery

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