

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead

It's our favourite part of the week: a chance to take a deep dive into some of the rarest, fastest, and craziest cars on the Classic Driver Market. Take a look below at the jewels we've found this week!

Yes, it has number plates



Cast your mind back to 2005, when a company called Bugatti set the world alight with their latest offering: the Veyron. It was a car that rewrote the rule book and was arguably the automobile that ignited our love for 'hypercars'. It was no slouch either, but what if I told you this green machine has double the power-to-weight ratio of the Veyron? Bonkers, I know.

[This 2022 Aston Martin Valkyrie](#) is one of just 150 models being produced, and is the first ever example to be listed for sale. Powered by a mid-mounted 6.5 litre N/A V12, combined with an electric motor, the Valkyrie produces a total output of 1140 bhp, 1,000 of which comes from the V12 alone. Power is important, but weight is king, and coming in at just 1,030kg thanks to no steel components within its structure, the Valkyrie is blisteringly fast. Couple those preposterous figures with the fact that this car has number plates on the front and rear, and you're in for one heck of a driving experience!

A plucky pre-war special

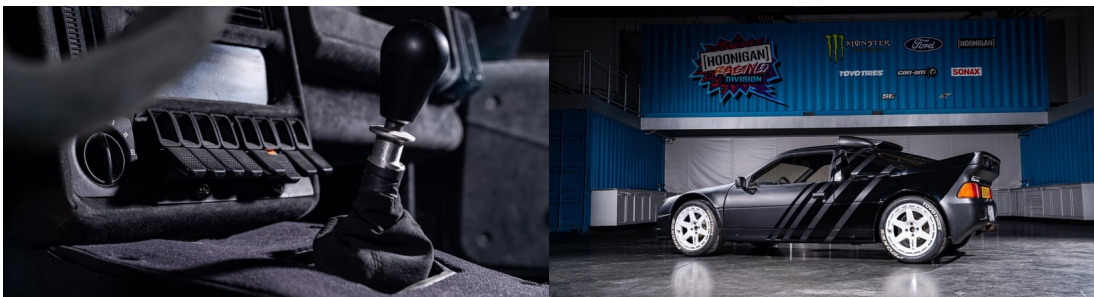




This French-made racer makes for the ideal way to enter the historic motoring community and is a car with real style and charm both inside and out. Amilcar was founded in July 1921 and originally had their sights firmly on the cyclecar market. The idea was that any mode of transport under 1,000cc was classed as a cyclecar, and would therefore benefit from cheaper road tax set by the French authorities.

[This Amilcar M](#) is good for around 25bhp, which might not sound like much, but when you consider its lack of seatbelts and wind deflectors, it's most likely fast enough! This example has been treated to a full restoration and looks to be in remarkable condition throughout, including the addition of a new cooler and an electric fan.

Ready to kill all tyres?



Any vehicle from the Group B era of rallying is special, but the Ford RS200 holds the trophy for being the most advanced to actually race. Group B left the rulebook in the dirt and opened the door for manufacturers like Ford to inject millions of dollars into research and development in order to win. At the time, the MK II Escort was the people's choice when it came to rallying, but it simply wouldn't keep up with the likes of the Lancia O37 or Peugeot 205. Therefore, an entirely new machine needed to be built.

[This particular example is a little crazier than most](#), having been owned by professional tyre-slayer and WRC driver Ken Block. He spent years lusting over the RS200, and managed to track down this example which had barely been driven for over 20 years. Once in his possession, Hoonigan Racing set about customising the car, updating much of it to suit Ken's style, including a stealthy gloss black paint job and a complimenting matte black vinyl wrap on the exterior. The 2.1-litre EVO spec engine in its current configuration is said to produce 700hp on pump gas and over 800hp on race gas. This huge power output, combined with a custom 6-speed sequential gearbox and custom KW coilovers, makes for a car that's ready for just about anything!

Italian with a side of Japanese



You'd be forgiven if you've never seen this Ferrari before. What started life as a regular 599 GTB has been completely reworked by one of the world's most iconic design houses: Zagato. Japanese Ferrari collector Yoshiyuki Hayashi was no stranger to a commission or two from the Italian coachbuilder, having previously ordered two custom 575 Maranellos back in 2005. Naturally, when the 575 was replaced by the 599, Hayashi wanted to continue the Zagato theme.

Six spyders were built, all in different colour schemes, making them pretty easy to differentiate between. Its striking design combines a round, sculpted nose with a sharp, angular rear end, and despite being sporty and exaggerated, it is instantly recognisable as one of Zagato's creations. [The combination of Ferrari and Zagato](#) represents the very pinnacle of 21st-century coachbuilding, and this example is a true piece of modern art.

Cue the Blues



Choosing your perfect shade on a regular car can be hard, but picking a shade for your Porsche from their PTS range must be near enough impossible. Yet sometimes, certain

customers absolutely nail it, and this Cobalt Blue 2010 Porsche 911 GT3 RS is well and truly a winner. Many regard the 997.2 GT3 RS as being the finest GT3 RS model of them all, balancing a raw driving experience with innovation and adaptability. It's a car that's simply begging to be driven, in any weather, around any circuit, on any stretch of tarmac.

[This example has some tasty optional extras](#) to really seal the deal too, including 19-inch centre lock wheels, xenon headlights, black instrument dials and much, much more. To reiterate, it's manual, it's got a naturally aspirated screaming flat-six engine, and it was from an era when 911s were still relatively small and featured ultra-sweet hydraulic steering, what's not to love?

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