

CLASSIC DRIVER

[5 collector cars to put into your garage this week](#)

Lead

It's Thursday, which can only mean one thing: it's time for Market Finds! Below you'll find five of the most tantalising collector cars from the Classic Driver Market this week.

The practical Prancing Horse



It's almost a given that supercar ownership comes with a great deal of sacrifice in terms of practicality, but this [Novitec-upgraded 2019 Ferrari GT4 Lusso T](#) comes with a set of matching luggage and enough room for four! The Ferrari aficionados among you might recognise that the 'T' means this car swaps the regular Lusso's glorious V12 for the twin-turbo V8 you'll find in the Roma, but it also drops the all-wheel drive system, meaning this Ferrari is lighter and more likely to do smoky power slides than its 12 cylinder sibling. The host of Novitec upgrades help too, with this car boasting a Novitec carbon fibre bodykit, lowered sports springs, bronze forged wheels, and a Novitec exhaust for good measure. Finished in Grigio Scuro, there are worse ways to do the school run.

Rally limo





Bentley has long been seen as the driver's alternative to the chauffeur-driven Rolls Royce, and this [1969 Bentley T1](#) has clearly taken that idea and run with it. Kitted out in fully rally spec, this Bentley is ready to hit the gravel stage, with a roll cage, four point racing harnesses, and Lucas lights combining to create one oddly compelling rally car. Inside, you'll still find the usual Bentley accoutrements such as a full leather interior and wooden dash, meaning you can head straight from the rally stage to the smoking lounge and still look the part. So, if a Ford Escort or Lancia Delta Integrale simply don't look right in front of your country manor, this might be the car for you.

Honey, I shrunk the Ferrari



At first glance, you might mistake this gorgeous [1965 ASA 1000 GT](#) for a Ferrari 365 GTC 2+2 with dwarfism, and that's because it pretty much is. It was developed by Ferrari engineers in the late 1950s as a cheaper and smaller alternative to the Ferrari's grand tourers, and was thus unofficially dubbed the "Ferrarina", or "Little Ferrari". Powered by an inline-four that was effectively a Colombo V12 missing 8 cylinders, this stunning little Italian sports car managed a mighty 91 horsepower at 6,800 rpm - not bad! This example remains in fantastic condition, with just over 57,000 miles on the clock. A lovely dark green exterior paired with a tan leather interior completes a very enticing and rare package.

Autobahn emperor



In 2022, there's no shortage of mental super saloons, with practically every manufacturer under the sun selling at least one variation on the fast four door recipe. However, back in the 1990s, the landscape was a little less densely populated, and Mercedes' W124 sedans were king, especially the 500E, or E500 as it was known after 1993. However, a little firm in Affalterbach felt there was still room for improvement, and so the ultra-limited E60 AMG was built. Based on the E500, the E60 came with a more powerful 6.0L V8, stiffer AMG-tuned suspension, and an AMG exhaust system. Total build numbers are unknown, but estimates vary between 100 and 150 units, making it an extremely rare car today. This [1992 Mercedes E60 AMG](#) has covered 80,969 miles from new, many of which were probably spent in the left hand lane of the Autobahn. If you're looking for a true sleeper and the king of the 1990s super saloons, then look no further.

The Regal from hell



The late 1970s to the 1980s was not a good time for the American performance car. Countless emissions and efficiency regulations meant that the once-great large-capacity V8s found across the American muscle car kingdom were no longer viable, and pitiful displacement to power ratios made American cars of this era the laughing stock of the automotive world. Compounding this issue for Buick was a severe image problem, with their cars generally being accepted as the ride of choice for those with dentures and dodgy hips. However, that all changed with the Buick Regal Grand National GNX. Powered by a 276 horsepower turbocharged 3.8-litre V6, the murdered-out GNX, which stood for "Grand National Experiment", was just about the most sinister car on American roads in the 1980s. Only 547 of these all-black boosted bricks were built, making them an incredibly rare and collectable car today, and this [1987 Grand National GNX](#) seems like a fantastic example of the breed, showing just 2,045 miles on the clock.

Gallery

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