

# CLASSIC DRIVER

## 5 collector cars to put into your garage this week

**Lead**

If you were to ask us what our perfect five-car garage would be, the chances are that the selection will vary from week to week, mainly down to just how many weird and wonderful machines we discover in the Classic Driver Market! However, this week it looks a little like this...



### Micro Machine

Sure, we've all heard of the Fiat 500, the 126, the 600, and some of the Italian brand's most loyal fans will know of the 2300 S and 130, but this plucky little 750 Vignale Coupé is one that often slips through the cracks. Created by renowned Italian coachbuilders, Carrozzeria Vignale, the Turin-based firm made a name for themselves thanks to their collaboration with Enzo Ferrari, as well as their designs for Maserati and Lancia, before setting up a new design and manufacturing studio just a stone's throw away from Fiat's factory in Mirafiori.

This proximity proved handy, and using the chassis of the Fiat 600 D, Vignale got to work on creating a stylish and yet perfectly useable coupé, a brief they hit perfectly. This fine example, believed to be the only UK-registered 750 in existence, has been treated to some Abarth delights, including a punchier 1,050cc engine extracted from an Autobianchi A112 Abarth. If good looks and Italian charm is what you're longing for in a classic car, this micro machine has plenty of it!

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### “There’s a lizard on the track”

Back in 2016, when we first heard Max Verstappen mention he’d spotted a giant lizard on the exit of a tricky turn of the Singaporean Grand Prix circuit, his engineers, the commentators, and just about everyone listening all thought he’d lost his mind, right up until the camera panned down to show the Godzilla-like monitor stomping across the track. The fact is, as crazy as that might have been, take a look at GT racing, and you’ll see they’ve been putting lizards on track long before Verstappen had even progressed from go-karts.

Boasting a livery designed by the legendary Troy Lee back in 2007, his aim was to make this 997-generation Porsche 911 “Look like it’s travelling 200 mph, even while it is standing still.” With outrageous colours and sweeping reptilian-inspired graphics, we think Troy got it just right, and the car quickly became a fan favourite as it travelled the globe, racing with Porsche’s support by Jörg Bergmeister, Marc Lieb, Patrick Long, and Patrick Pilet. The car has since been expertly restored and is eligible for multiple historic events like the Porsche Rennsport Reunion, Classic Le Mans, Classic 24 Hour at Daytona and many more.

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### Cooler than cool

There have been dozens of variations of the Mercedes-Benz G-Wagon, showcasing just how versatile their original off-roader could be. Need a car to drop jaws as it parks outside Harrods? Take a G-Wagon. Need a dependable workhorse that can scale mountains without breaking a sweat? You guessed it, a G-Wagon will do it! There have been some rather unusual creations during its multi-decade lifespan, with the W463 Cabriolet being arguably the coolest, and the rarest, with a mere 154 examples being built between 1997 and 2000.

Finished in the iconic Brilliant Silver Metallic, this drop top Geländewagen boasts many optional extras, including 18 inch two-tone alloy wheels, as well as striking red leather seats with walnut veneer aplenty. As Merc’s beloved SUV takes on a new generation with the rumoured all-electric version heading to showrooms soon, we can’t help but fall deeper in love with this peak-generation Cabrio!

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**Ups and Downs**

Citroën in the 1970s was a brand on a mission. They wanted the comfiest cars, powered by the most innovative engineering, with a cabin that oozed style and charm like nothing else on the road. While the DS and SM often take the crown as Citroën’s most stylish duo, the often-overlooked GS also deserves some loving, being a car filled with creativity and ambition.

Known as the Birotor, the GS was powered by, as the name implies, a twin-chamber 1,990cc rotary engine, capable of producing 106 bhp, making it less than spritely. However, this is a car that favours ride quality and comfort over outright speed, thanks to Citroën’s gloriously complex hydropneumatic suspension system. Although not causing quite a stir like the DS and SM, mainly down to the price of the GS being just shy of the larger and more luxurious DS, the GS has aged into its unique looks well as the decades roll by, with this stunning example being offered from the Mullin Collection in the upcoming Gooding & Company auction.

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**True Romance**

It's a fastback Ferrari owned by iconic Hollywood A-listers and motorsport legends alike. Sleek yet pronounced, and comfortable yet utterly riotous if provoked, the 365/4 GTB Daytona is among the true greats to ever wear the prancing horse. As the absolute must-have luxury Grand Tourer in the 1960s and 1970s, this 4.4-litre Colombo V12-powered Ferrari looks fantastic in just about any shade, but seen here in Blu Sera over rich Nero Connolly leather, it's a car that oozes charisma and effortless cool.

This early production plexiglass model is the era to go for if you find yourself lucky enough to be searching, with Girardo & Co's founder Max Girardo claiming this very example to be "The best driving Ferrari 365 GTB/4 'Daytona' he's encountered" – high praise considering these guys have seen their fair share of golden-era Ferraris over the years!

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**Gallery**

























