

CLASSIC DRIVER

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

Lead

This week's hand-picked selection truly has a car for every type of driver, from the countryside cruiser to the apex-hungry racer! Discover a little more about our choices below...



X Marks the Spot

Built as the successor to the iconic E-Type, Jaguar's XJ-S really did have its work cut out when it was first introduced way back in 1975. To follow on from a popular car is one thing, but to follow on from a car boasting more style, glamour, and performance than almost anything is near enough impossible, and yet the XJ-S took it all in its stride.

In production for a staggering 21 years, the XJ-S became Jaguar's golden child, serving as the perfect car for stylish country-crossers looking for the ultimate grand tourer. Despite being a coupé, the XJ-S V12 is a 4-seater, and offers a surprisingly spacious rear boot, making it perfect for carrying luggage or other items during road trips. This sophisticated Talisman Silver over Grey example has covered 57,690 miles from new, and is ageing wonderfully in our opinion!

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The Magician's Masterpiece

An Italian by the name of Franco Angelini, also nicknamed the "Mago", or Magician in English, was a true force to be reckoned with when it came to Alfa Romeos. He was a man who could see their potential almost immediately and would become one of the most successful and loyal Alfa Romeo tuners in the brand's history. Of course, after a string of successes while running his tuned Alfas, the brand itself began to take note, especially after his cars started beating the official works racers. Angelini would later become the brand's only Autodelta authorized workshop in Italy, high praise indeed.

Therefore, what you see here is a true piece of Alfa Romeo history, a GTA 1300 Junior from 1968 that had been given the Angelini treatment, with Mario Radicella behind the wheel. Radicella wasn't what you'd call a born and bred racer, he was in fact the youngest Boeing Jumbo-jet pilot commander in the world at the time and juggled his racing during his down time. Quite the car to get your fix of adrenaline after landing a commercial plane!

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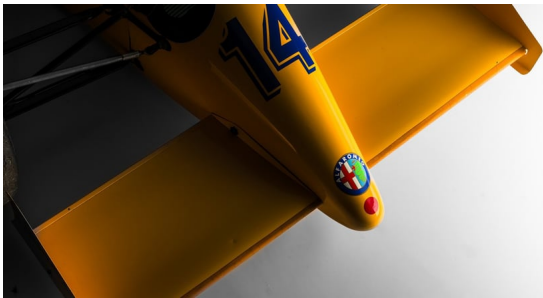


Dilapidated Drophead

Sure, this 1962 Bentley S2 Continental Drophead Coupé might need a little commission to get it back to its former glory, but we think for the devout Bentley connoisseur, this is the one to put a bid on at RM Sotheby's upcoming Monaco sale, which features several iconic classics in need of some TLC.

Designed by Norwegian-born Vilhelm Koren under the direction of John Blatchley, the Drophead boasts clean lines aplenty, with sweeping lines from front to rear, forming slight peaks over the headlamps and neatly bladed fins in the rear. In the context of previous Bentleys, this design was a step forward for the brand, while also introducing aircraft-inspired production methods combining steel and alloy over a lightweight metal inner frame. Once recommissioned, this will make a truly wonderful summertime cruiser offering unrivalled levels of luxury and style.

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"I'd Walk A Mile For A Camel"

Think of the punchy yellow open wheel racer dressed head-to-toe in Camel branding, and you're more than likely going to the Lotus 99T with a budding Ayrton Senna wrestling it around Monaco in 1987 to claim his first of six wins at the Principality. That car, naturally, has earned its place in motorsport royalty, but we've stumbled upon a lower Formula car that still holds huge significance in the world of Formula One.

In 1990, a young yet flourishing Jacques Villeneuve took part in the Italian F3 Championship, racing this exact Reynard 903 F3 car, complete with striking Camel livery that mirrored the higher Formula cars. This highly capable race car has been prepped annually, with its Alfa Romeo engine tuned by Novamotor to produce 177 horsepower while weighing a feather-like 470 kilograms. To sweeten this smoking hot deal further, the car is sold together with Villeneuve's helmet, his race suit, and a one-of-a-kind Italjet scooter, made to celebrate his victory in the 1997 F1 World Championship.

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Prepare for take-off

Love or hate those egg-shaped headlamps, the 996 generation of Porsche 911 is thoroughly enjoying its comeback, with prices steadily increasing across the model range, making low mileage examples near enough impossible to find. That makes this sophisticated yet stimulating 996 GT3 from 2004 with a mere 16,700 miles from new a true gem.

Finished in Arctic Silver, it boasts true originality and only three previous owners, with a single mass flywheel and clutch disc from the 996 GT3RS installed. Inside, the boxes continue to be ticked, with the original Nomex bucket seats and the Tequipment roll bar present, both key components when considering these certified future classics.

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Gallery

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