

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead
British Touring Car Championship royalty, arguably the greatest Porsche 911 iteration ever and one seriously quirky 4x4, that's all in a week's work for the ever-changing Classic Driver Market! Check out this week's Market Finds below.



The Dream in Green

Now we're not disputing the fact the Aston Martin DB5 is a gorgeous car, in fact, we think it might rank among the prettiest ever. However, if hypothetically we found ourselves walking towards a DB5 and this, the lesser-known Aston Martin DB4 GT, this green-shaded dream would be the one we'd be snatching the keys for.

One of a mere 30 left-hand-drive cars ever produced, this 1961 example finished in Goodwood Green with a matching green leather interior found its way from the factory to the hands of Swiss-born racing magnate Georges Filipinetti, whose successful privateer racing team Scuderia Filipinetti employed some of the era's greatest drivers. After amassing just 3,875 kilometres under Filipinetti's ownership, the car was sold on to Dr. G.E. Reichen, who immediately sent the car to Aston Martin for some minor mechanical upgrades, including shorter gearing for his intended use of the car in European hill climbs. Incredibly, this stunning car would see action in hillclimb and slalom events all over Switzerland and beyond, returning impressive results along the way! Now, after remaining with Reichen until 2010, the car presents in immaculate condition after comprehensive restoration work by marque specialists.

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BTCC's Best Era?

Throughout touring car history, there have been moments of sheer brilliance, be it from the star-studded driver lineups or from the cars themselves, specifically designed to look somewhat similar to the saloons the HR Manager at your workplace drove as a daily driver. Of the many fantastic eras, Super Touring, also known as Class 2 ranks, among the very best. Commencing in 1991 and designed to give Touring Cars a new injection of life and relevance, the impact was almost immediate. Super Touring quickly conquered the international motor sport scene, before spreading across Europe, USA, Australasia, and Asia.

Every car that graced the grid was special, but the Vauxhall Vectra had that 'my dad had one of those' vibe absolutely nailed down. Being a Vauxhall works team entry, built by Triple Eight Engineering during the 1997 season to replace the 1996 RML cars, chassis V97-002 would see be driven by both double BTCC champion John Cleland and ex-Formula 1 driver and Le Mans winner Derek Warwick. Now, the car is ready to race once more, and is arguably in better condition than in period, having been restored by one of the great Super Touring experts. This was a restoration like no other, spanning nearly 20 years. The quality and finish are on par with any running Super Tourer today, and the mechanical components have only run for one short system check, allowing the lucky new owner to experience greatness just as Cleland and Warwick did!

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Pocket Katana

If you've found yourself longing for a no-nonsense, go-anywhere, grin-on-your-face kind of machine, we may have just discovered the perfect machine. Its name may be dramatic, the Suzuki Samurai, but behind the badge sits a pint-sized adventurer with a giant personality and a soft top just begging to be dropped.

Inspired by Suzuki's tough-as-nails LJ and SJ series, the Samurai did everything a full-size SUV could - just with half the size, half the weight, and double the fun. Rolling out of the factory in 1993 and finished in a striking Polar White with the now incredibly rare factory Squiggly Gradient graphics package, it spent most of its life in the Netherlands before heading to Belgium, retaining its great condition throughout. As sellers Rock N Roll classics so perfect put it, "Come take it for a spin - you'll leave with mud on your tires and a smile that lasts all week!"

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All Hail the King

There have been some excellent RS models to roll out of Stuttgart as of late. Porsche has a seemingly natural ability to take their already special models and crank the dial up to 11 and beyond. This was certainly the case with the 964-generation 911 Carrera RS, a car many single out as the king of all 911 variants.

Offering a truly spine-tingling driving experience, this black over black example is one of just 2,282 produced. Developed as a homologation model and inspired by the legendary 1973 911 Carrera RS, the 964 RS was Porsche's lightweight interpretation of the Carrera 2. Built using the stripped-down Carrera Cup race car as its foundation, the RS featured extensive weight-saving measures and mechanical upgrades that transformed it into a far more focused and raw machine. With just 7,350 kilometres on the odometer and a single owner up until 2022, this is surely the ultimate RS for any Porsche collector!

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Long Body Blues

Limousines nowadays don't convey the same sense of power they did a few decades back. Now mostly used to shuttle drunken party goers to and from the club, the trusty limo was once the go-to machine for presidents and society's elite to travel in unrivalled peace and comfort. This 1978 Lincoln Continental Limousine did just that, not in the US where the car was born, but rather as royal transport for Queen Juliana and her daughter Beatrix to and from the Royal Palace Amsterdam during the latter's coronation in 1980.

Powered by a 7.5-litre V-8 paired with a three-speed automatic transmission, this Royal Blue-shaded example presents in remarkable condition, complete with a matching bright blue velour interior and FM radio for rear passengers. A highly original and beautifully preserved piece of Dutch royal history, accompanied by photos documenting its royal heritage, this long-bodied delight would be a seriously special purchase.

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