

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

With the Tour Auto well underway, we've been infected with that motorsport fever and we just can't shake it. So, when we scanned the Classic Driver Market this week, we had one thing in mind — and now, it's up to you to decide which one of our Market Finds you'd take on the track...

Race ready



One of just 26 Aston Martin DBRS9s, [chassis number 19](#) was built by Prodrive to GT3 specification in 2007 and has been owned by just one private racing enthusiast. The car was a staple in the British GT Championship in the late 2000s; was campaigned by Cadena Motorsport, Barwell Motorsport, and John Danby Racing; and even recently finished 4th in class and 10th overall in the Aston Martin Festival race prior to the 24 Hours of Le Mans. Finished in the Petronas livery, this DBRS9 is fully prepared and looking for a new owner to get back out on the track.

Hard-hitting hauler





When it was revealed that the first RS model from Audi would be an estate, both the press and customers alike were a tad confused, but once they got behind the wheel and felt that turbo boost, it didn't matter if the car had four, five, or 20 doors. This [Nogaro Blue example](#) features the 2.2-litre, five-cylinder engine with its KKK turbocharger, which produces 315bhp at 6,500 rpm and pushes the five-door station wagon to a top speed of 163mph. And with the Porsche Cup wheels, Brembo big brake kit, and Recaro seats, vertical vents, rectangular headrest, and white dials in the interior, this Audi RS has real retro appeal.

Weekend hero



The Ford GT was built in tribute to the four-time 24 Hours of Le Mans-winning Ford GT40 of the 1960s. And while not necessarily built with this in mind, this [Tungsten Grey with White stripe example](#) is the perfect tribute to last year's Tour Auto-winning Ford GT40 belonging to James Cottingham and Andrew Smith. Although not eligible to participate in the Tour Auto, this Ford GT would be the perfect tool with which to chase the rally down.

Calling all Bentley boys and belles



In 2001, after a 71-year absence from the greatest endurance race in the world — the 24 Hours of Le Mans — Bentley finally made its return to the legendary track, and to honour such an achievement, it introduced a limited-edition Le Mans Series of the Continental R, T, and Arnage. This [Midnight Emerald example](#) is just one of 46 Continental R Le Mans Series built. And with its 420bhp engine, quad pipe exhausts, increased rear wheel track, and red brake callipers, this is one of the last ‘proper Bentleys’.

A pinch-me Porsche



How very rare it is to find an original Porsche 911 S/T? But so is the magic of the Classic Driver Market. This [orange example](#) has had a full recommission by Prill Porsche Classics and is fitted with original FIA GR4 S/T steel flares in both the front and rear; an original factory roll bar; an 85-liter fuel tank; a glass-fibre boot lid, front bumper, and

rear bumper; a rebuilt engine fitted with a 3.0-litre crankcase, MFI High Butterfly injection; and a type 915/02 gearbox with Nurburgring gears. The only question left is if you'd be willing to take this rare S/T on track...

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