

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

Christmas is a time when dreams and fantasies are allowed to run wild – and what better way to daydream than by delving into the Classic Driver Market and choosing the car in which you'd most like to drive into 2019?

Talk of the town



We explored the virtues of Ferrari's early 348 and F355 Challenge cars at the inaugural [Challenge & GT Days](#) back in May. It's hardly surprising that interest has been rising – they're low-production, street-legal, analogue racers from the greatest marque on earth. This [348 Challenge](#) raced in the 1993 and '94 European Ferrari Challenge series by the French concessionaire Charles Pozzi.

2.0L cup calling?



The newly established 2.0L Cup for 2-litre short-wheelbase Porsche 911s built before 1966 proved to be one of the resounding success stories of this year's historic motorsport season. This [FIA-spec 1966 Porsche 911](#) has been expertly developed over the last three years by Historika, the renowned marque specialist which actually co-founded the aforementioned 2.0L Cup. In the right hands, this would undoubtedly be a seriously competitive car in what has proved to be an ultra-competitive series.

Prince in Persian Blue



Low-slung, potent, razor-sharp, and so light you'll need to leave a paperweight on it in case it blows away in the wind, the Lotus Exige is probably the quickest point-to-point sports car you're going to experience on Britain's crumbling roads. This [well-specified 'Persian Blue' Exige S from 2006](#) shows just 19k miles on the clock and looks to be in fantastic condition. Colin 'Simplify, then add lightness' Chapman would almost certainly approve

Oh, so 1990s



Boasting a sporty yet understated body so characteristic of the decade in which it was built, the Audi S2 is one of those cars that people will one day look back on and think rather fondly. This [V6-powered Audi S2 from 1995](#) has, remarkably, had just one owner from new, who's travelled close to 180,000 miles with it. Perhaps more importantly, it's spent its entire life in Spain and is thus devoid of any rust.

Brave in blue and orange?



There aren't many road-going sports cars that can pull off the famous powder-blue and orange Gulf colour scheme, but given that the endurance-racing version of [this one-of-100 Aston Martin Vantage GT12](#) actually competed at Le Mans in the iconic livery, we think it's entirely appropriate.

Photos: Historika, Goodlife Garage, Straderial, Autosalon Valencia, Sports Classics Geneva

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