

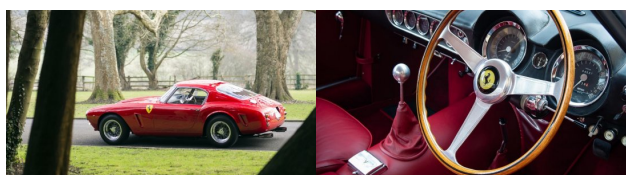
# CLASSIC DRIVER

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

### Lead

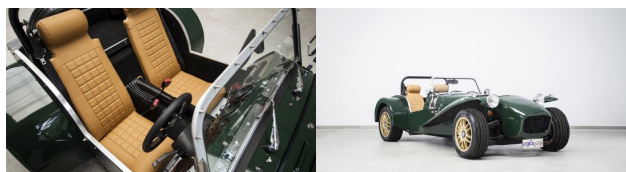
With winter's grip finally softening and spring just around the corner, what better time to climb into a new collector car? This week's selection from the Classic Driver Market ranges from a pared-back Caterham 7 to a blue-chip 1960s Ferrari GT - they do say variety is the spice of life...

### Semi-Competizione



The quintessential 1960s dual-purpose Grand Tourers, the 250 GT 'Short Wheelbase' is among the most desirable Ferraris in existence. Just eight steel-bodied SWBs left the factory destined for the UK via Maranello Concessionaires, of which [this matching-numbers Rosso Corsa example from 1960](#) is one. It's notable for many reasons, not least its unbroken chain of ownership, but perhaps most significant are the numerous Competizione-specification features, including numerous engine componentry and endurance fuel tanks. Serious Ferrari collectors should look no further...

### Simplify, then add lightness



The iconic Caterham Seven embodies its designer Colin Chapman's 'simplify, then add lightness' mantra. It's performance motoring pared back to its very minimum - it's raw, exhilarating, laugh-inducing, and demanding of your confidence. This [stunning Seven Sprint from 1993](#) has just been resprayed British Racing Green and its interior reupholstered, just in time for the coming summer.

### Fit for a king





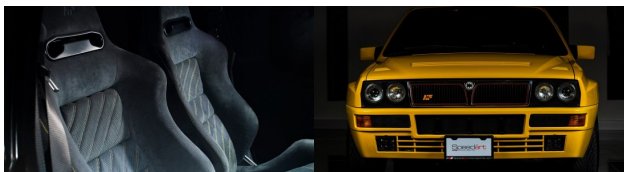
As you might know, we're strong advocates for the Aston Martin Virage here at Classic Driver. It's a refined and handsome Grand Tourer that was built in tiny numbers and, more importantly, represents fantastic value today. Nicholas Mee & Company just listed [this stunning low-mileage Virage Volante](#), resplendent in Midnight Blue over Magnolia hide. It was first delivered to His Royal Highness King Hussein of Jordan, who actually personally collected the car from Newport Pagnell in 1993.

### The Big Cat



Oh, how we love to reminisce about the good old days of Group C when, at one point, the Big Cats built by Jaguar Racing ruled the world. This Silk Cut-liveried XJR-12 is notable for having competed in both the World Sports-Prototype Championship in Europe and the IMSA GTP Championship over in the States. As such, [chassis #190](#) competed at Le Mans, Daytona, and Sebring. If you'd like to do your bit for big cat conservation, why not return this car to La Sarthe in 2020 for Le Mans Classic?

### Giallo Ginestra



The rate at which values of the rarest and most original Lancia Delta Integrale have skyrocketed in recent years is quite extraordinary, no doubt catalysed by the likes of Eugenio Amos and Max Girardo, who are striving to 'Make Lancia Great Again'. This [1994 HF Integrale Evo 2](#) is one of just 220 special edition 'Giallo Ginestra' examples built by Lancia in the cult-classic model's final year of production. As you'd imagine, the car has been fastidiously looked after - the photos speak for themselves.

*Photos: Sports Purpose, Speedart Motorsports, DK Engineering, Nicholas Mee & Company, Autosalon Valencia*

### Gallery

































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