

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

This weeks choices from the Classic Driver Market are all from Europe and will all deliver huge smiles each time you slide down into the drivers seat for your next drive.

The Original Outlaw



The 911 is perhaps the most common basis for an ‘outlaw’ build these days, but legends like Rod Emory have been taking the gorgeous 356 and turning them in to fast road specification for many years. [This 1963 Porsche 356](#) has been restored and upgraded to ‘outlaw’ specification. The engine and gearbox was entrusted to Porsche specialist Andy Prill who upgraded it to 1720cc where it now produces 120bhp.

The Italian door opener



Goodwood, Le Mans Classic, Mille Miglia, Peter Auto and many other events are all options for the next lucky custodian of [this gorgeous 1953 Lancia Aurelia B20 GT](#) prepared to FIA HTP specification with its current paper valid until 2029. With previous Goodwood Revival history including a remark from The Duke of Richmond proclaiming it to one of his favourite cars, this is an opportunity in to the exciting world of historic motorsports at the top tier.

The Group B car you didn’t know you needed





Citröen is not a name traditionally linked to the fearsome Group B era of rallying. But [this fun looking 1984 Visa 1000 Pistes 4x4](#) is one of just 200 produced for homologation in the World Rally Championship. Presented in original condition with just 9,209kms this would be fantastic fun in the snow.

Bavarian time machine



The E9 BMW was made most famous by its crowning glory, the 3.0 CSI. In racing specification, the ‘Batmobile’ was legendary and in road trim the CSI exudes class with its pillarless coupe body. [This 1973 example](#) has been completely restored and looks as good as it did when it drove out of the showroom. Presented in Ceylon Metallic, this is the perfect summer cruiser.

Italian Grigio goodness



A rosso/crema Ferrari might be the classic combination, but the really collectible cars can be found in some of the other great colours such as [this 1993 Ferrari 512 in Grigio](#) with a contrasting Bordeaux interior. It’s funny to think that the Testarossa was once deemed a car that was wide and daunting. Park it next to a modern day TDF and it looks small, slide inside the classic interior and revel in the simplicity of the dash and that iconic shifter. Then you fire it up and that flat 12 barks in to life. It doesn’t get much better than this!

Gallery

