

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead

Well done on making it to Thursday, as a reward we've assembled the five of the hottest cars we could find on the Classic Driver Market this week. Off-road or on-road, five seats or two, we've got the perfect dream ride for you.

Lord of the fried eggs



I think it's safe to say the 996 has finally shaken its IMS-bearing related stigma and proven itself as an excellent chapter in the 911's history, after all, their current value for money is hard to ignore. However, if you wanted to spend a little more on a 996, then this [1998 Porsche 911 GT2 Mark 2 Comfort](#) is undoubtedly at the pinnacle of the 996 pecking order. One of only 24 GT2 Mark 2 Comfort models, this 996 will still likely deliver thrills by the bucket load with its flat-six Metzger engine shoving 483 pissed-off horses through the rear wheels alone, and managed the old-fashioned way with a six speed manual. With just over 30,000 miles on the clock, this modern-day black widow is looking for a new custodian to keep on their toes.

The perfect daily



Someone clearly took a look at our Christmas wishlist, because this [2000 BMW M5](#) in Oxford Green II over tan leather has been ripped straight from our daydreams. With less than 30,000 miles behind it, this M5 has seen less time on the highway than many fast bimmers a quarter of its age, but looking at it why just can't work out why - has there ever been a more perfectly specced M5? The E39-generation M5 is a great choice too, with a 4.9L V8 mated to a six-speed manual and a floorpan that would now be eclipsed by that of a modern M3, it strikes the perfect balance between size, power, and driver involvement. If fancy driving this for the rest of your days then act fast, because we suspect there are thousands of petrol heads thinking the same thing.

Back to basics



80s hot hatch prices have only been going one way, so if you're looking to hop on the appreciation train then this [1987 VW Golf GTI Mk 2](#) is hard to beat. A more comfortable ownership proposition than the original Mk1 GTI, the Mk2 still retains the delightfully playful handling characteristics of its forebear and adds more sure-footed highway etiquette. This example is basically brand new with barely 2,500 miles on the odometer, and the Blue Mica paint looks as though it never left the showroom floor and remains in impeccable condition. The BBS RS rims are the cherry on top of what is a very appealing package, so for new GTI money, why not get a new old GTI instead?

Boxy is beautiful

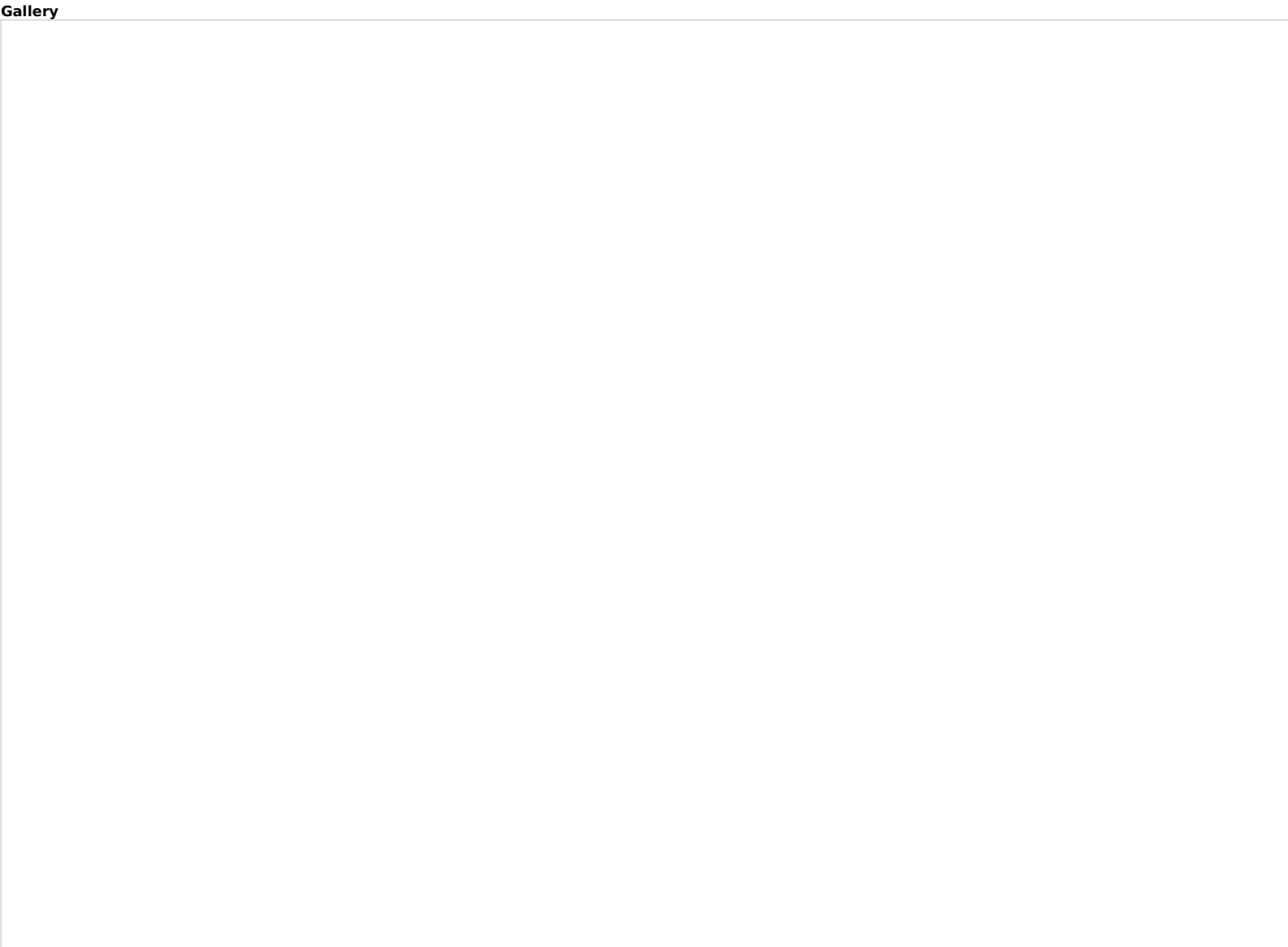


If car designers never moved past the boxy aesthetic of the 70s and 80s we would probably be just as, if not more happy than we are now. Case and point - this [1978 Fiat 131 Abarth Rally](#), which proves there's nothing sexier than a car designed with a T-square ruler and a protractor. Number 33 of a mere 46 cars built, this rally rocket was one of two cars belonging to the works Fiat France team and was driven in period by the famous French driver, Jean-Claude Andruet. It was successful too, winning the 1978 "Ronde Limousine" and finishing on the podium many times. If you want to steal the hearts of the spectators at the next classic rally, then this 131 would arguably out-do any other, especially in its magnificent Fiat France livery.

Defend or attack?



While the new Defender is already a familiar sight on the road, we can't help but look back with adoration at the original, especially when they've got a 430 horsepower LS3 V8 Corvette engine under the hood, like this [1992 Land Rover Defender](#). Painted in Porsche PTS Chalk, this Defender benefitted from a complete frame-off restoration by BlackBridge Motors in 2020 and is ready to attack any form of terrain you throw at it. Although it's a two-door, this Landy can comfortably terrify six passengers with the 2 mounted bench seats in the rear, just make sure they have excellent grip strength. If the new Defender isn't for you, this might be just what you've been waiting for.





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