

CLASSIC DRIVER

These are the 10 trending collector cars to watch in 2024

Lead
2024 is shaping up to be another fantastic year for lovers of all things automotive. From French design icons and British luxobarges, to brawny German muscle cars and everything in between; these are the cars we think will occupy the spotlight in the new year.



1990s BMW Tourings

While Touring-badged Porsches have been generating considerable hype for some time, we feel that a different kind of Touring is cruising into the limelight, more specifically of the 1990s BMW variety. M-badged cars will always appeal to a wider demographic, but we’ve recently found ourselves gravitating towards Bavaria’s more subtle estates; both the E30 3-Series and E34 5-Series Tourings offer fabulous design, engaging handling, and oodles of practicality, making them our choice of daily-drivable modern classic for 2024. What’s more, while the M-badged Bimmers have long been big ticket items, cars like the 325ix Touring have remained relatively affordable, while the E34 M5 Touring is worth it whatever the cost, in our humble opinion.

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Bentley Continental GT

This is likely to be the first controversial entry on our list, and we can't blame the naysayers. Not long ago, we would have turned our noses up at the first-generation Continental GT's ovoid silhouette, but now that modern grand tourers are increasingly leaning towards the sportier (and larger) end of the spectrum, the uncluttered original is beginning to look sweeter by the year. Prices seem to have bottomed out for Bentley's post-millennium GT, while well-maintained examples in desirable specifications are already creeping upwards, so act fast if you want one of the cleanest cross-continental soap bars on the market.

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Ferrari 348

As the awkward middle child between the gorgeous 328 and the widely-loved F355, the 348 has long been stuck in the shadows of its more popular stablemates. Prices seem to be reaching an all-time low too, with 348s fetching some shockingly affordable prices at auction. Yet, we just can't seem to understand why. We love the 348's baby Testarossa styling, and while it's certainly not as fast as the 355 or any subsequent prancing horse, you don't buy a 1990s Ferrari for the performance alone. We say forget the spec sheet at home, fire up that orchestral V8, and savour each open-gated gear shift knowing you've picked up one of the collector car market's biggest bargains.

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Lancia Fulvia

Is there another car that is as universally accepted and admired as the Fulvia that can be bought for around 20,000 euros? Thanks to the plethora of fabulous restomods from the likes of Kimera Automobili and Automobili Amos, the Lancia name has never been more relevant, and we wouldn't be surprised if the Fulvia begins to appreciate as a result. Piero Castagnero's fabulous FWD coupe is always an appropriate choice, whether your attending a world-class concours, or a parking lot-based cars and coffee meet, so why not pick up one of these V4-powered pocket rockets before the price begins to reflect the very appealing package?

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Lotus Elise S1

If any of Lotus’ creations has recaptured the magic of the legendary, lightweight Elan, it’s the Elise S1. These composite-bodied sports cars offer one of the sweetest driving experiences at any price point, and with the Emira marking the death of the brand in all but name, this might be your last chance to experience one of these featherweight marvels without breaking the bank. The total production run of the Series 1 Elise fell far short of 10,000 units, and with a plethora of special editions to nerd out over, you’ll surely find a niche Elise that gets the nod of approval from those in the know the world over.

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Maserati Khamsin

Like a hoard of car-obsessed zombies, we’ve picked the brains of every industry expert we could get our hands on in 2023, and if one car has come up time and time again, it’s the Maserati Khamsin. Maserati is looking healthier than ever in 2024, with a range of drool-worthy models like the MC20 and GranTurismo helping to sharpen the Trident’s image, so perhaps now is the time to add one of the most underrated cars of the 1970s to your garage. Boasting whiplash-inducing ‘origami’ styling so typical of Gandini’s work, the Khamsin backs up that visual feast with a mechanical beast hiding under that vast bonnet in the form of a 4930cc V8. As far as 1970s grand tourers go, it’s pretty hard to beat.

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Mercedes-Benz AMG Black Series

Much like Porsche’s RS models, any Black Series Mercedes guarantees rarity, bombastic styling, and ludicrous performance in equal measure. The CLK has long been the automotive mascot for the Black Series badge, but if we had to pick just one (and we couldn’t quite afford the SLS Black Series) we would jump at the chance to acquire an SL65 Black Series. Not only is it capable of rearranging the continents with the seemingly endless pool of torque from that monstrous V12, but it was also the SL’s first and only fixed-roof coupe incarnation since the iconic gullwing. SL65 Black Series have continued to break auction records in 2023, and we wouldn’t be surprised if the trend continues for 2024, so don’t wait if you want to experience one of Affalterbach’s finest creations for yourself.

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Saab 900 Turbo

They say you don't appreciate what you have until it's gone, and that's definitely the case with the lovably weird (and extinct) Swedish marque, Saab. While they never quite achieved the fighter jet-esque driving experience the marketing material promised, cars like the 900 Turbo are still undeniably cool, even without afterburners. Boasting a turbocharger before it was a commonplace efficiency-focused add on, the 900 Turbo offered 50% more power than its naturally aspirated sibling, making it the Swedish performance enthusiasts choice of its day. Also available in saloon and convertible variants, it's the coupe that we'd love have parked on our drive this year.

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Porsche 997.1 Turbo Manual

It's no secret among collectors that generally the models of choice for any brand must represent the first or last of their kind, and the 997.1-generation 911 Turbo is just that. Not only is the 997.1 one of the last small-bodied 911s, it's also the final car to be fitted with the twin-turbocharged Mezger flat six adapted from the unit that propelled Porsche to a Le Mans victory in 1998. A less powerful variant of the same engine can be found in the 996 Turbo, and while we loved some fried eggs, we understand the 996 isn't to everyone's taste. By comparison, the 997.1 Turbo offers a body and cabin that are far easier to get along with, and that's why we think this rear-engined wonder is one to watch this year.

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Renault Twingo

It's not often that our collective subconscious wakes up with a sudden and severe infatuation for a once-overlooked model, but that seems to have just happened with the first-generation Renault Twingo. Maybe it's all the doom and gloom in the news, but the sight of the Twingo's unquestionably happy front-end certainly sparks joy for everyone in the Classic Driver office. Offered in a range of cheerful shades and a few 1990s-tastic special editions, the Twingo makes for the perfect holiday runabout or city cruiser. However, because these cars have been dirt cheap for so long, finding a well-maintained, low-mileage example is much easier said than done, so if you do, we say hold on and don't let go!

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