

CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

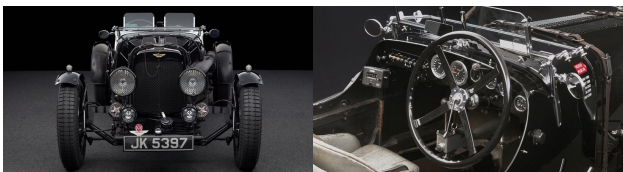
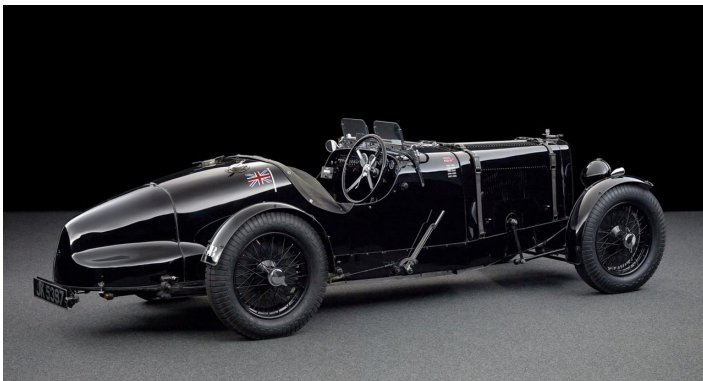
This week's selection of cars from the Classic Driver Market is a celebration of everything that's great about cars and the incredibly diverse cultures they form - we think having a pre-War Bugatti in the same field as a JDM Acura and a 200mph Ruf is a beautiful thing in itself...

Riviera Ruf



Originally delivered in silver, [this full-fat 1992 Ruf RCT](#) underwent a comprehensive restoration in 2015, during which it was repainted Riviera Blue and upgraded to EVO specification. As such, the turbocharged 3.6-litre flat six pumps out 425bhp and should be good for as near as makes no difference 200mph. It's only covered 9,000 miles since it was restored and genuinely looks as good as the day it left Ruf's Pfaffenhausen factory.

The English Bugatti



The Aston Martin Ulster's robustness and reliability were such that of the 31 built, including the 10 team cars, 28 remain today. Undoubtedly the ultimate pre-War Aston and a crowning piece in any collection dedicated to the marque, the 'English Bugatti' is understandably eligible for almost every historic event on the calendar, be it the Goodwood Revival or the Pebble Beach Concours d'Elegance. [This particular Ulster](#) is the very last one built and, in addition to period racing history, boasts an unbroken chain of ownership.

Snake charmer?





You may well have never seen a production Dodge Viper out in the wild this side of the Atlantic but, believe it or not, the Oreca-built GTS-R racers were dominant in both Europe and America in the late-1990s and early-2000s, scoring a class win at Le Mans and several FIA GT Championship victories. This particular example, which [was built in 2003 and sold to Larbre Compétition](#), is notable for being the final Viper to finish at Le Mans. It would be perfect for either the Master or Global Endurance Legends series in 2019.

A Mille Miglia maestro?



On the lookout for a car with which to enter the 2019 Mille Miglia? This 1921 Bugatti Diatto might well fit the bill. Identical to the Type 23 save for the squared-off radiator and bonnet, it's believed just 50 Bugatti Diattos were built to be sold by a distributor in France and Belgium. More importantly, a Diatto took place in the first Mille Miglia in 1927, finishing 31st overall. [This particular example](#) is the penultimate built and was authentically restored from parts in the last five years. It's now on the button and ready to be driven onto the ramp in Brescia.

A different flavour



Tuned Japanese Domestic Market (JDM) cars so often fall short of the mark, but when you find one that's been done properly, like [this 2000 Acura Integra Type R](#), they can feel so right. A front-wheel-drive sports coupé that's earned cult-classic status for the way it drives, the Integra Type R is a desirable car in its 'normal' specification. This car, though, has been fitted with a raft of Spoon Sports performance upgrades, including big wheels and brakes on all four corners, carbon panels, and a four-in-one exhaust intake. Sure, it's not the sort of car you'd ordinarily expect to see gracing the pages of *Classic Driver*, but why not when we know this car will resonate with a lot of people, ourselves included.

Photos: DK Engineering, Jan B. Lühn, Houtkamp Collection, Auxietre & Schmidt, Pfaff Auto

Gallery

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