

CLASSIC DRIVER

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

Lead

The weekend is in sight! To help tide you over until you can take your own pride and joy for a Sunday drive, we've found five bonafide collectors cars from the Classic Driver Market.

Try catch this Z!



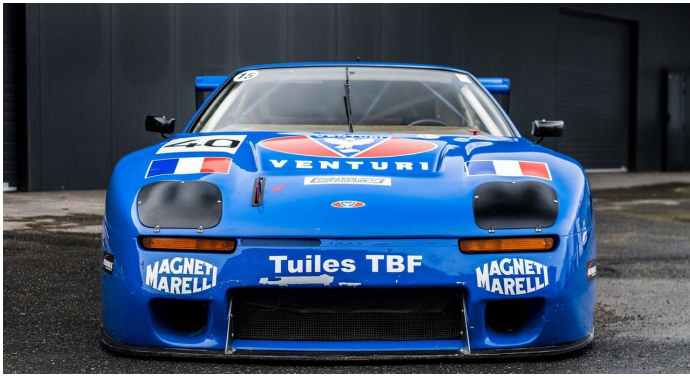
Sunburst Yellow, what a colour! That's the shade of this [2015 Aston Martin Vantage V12 Zagato](#) which, to our surprise, is even rarer than the One-77, with just 61 examples ever made. Part of the reason for that must have been the monumental 2000 hours taken to complete each car, probably far exceeding this car's total use time with only 1,375 miles on the clock. A good chunk of those hours must have been spent on the psychedelic yellow stitching adorning much of this Zagato's otherwise all-black semi-aniline hide interior. The cherry on top of this curvaceous package is a V12 mated to a manual gearbox, ensuring maximum engagement on track or during your next European road trip.

Pista résistance



You have to be pretty brave to spec a third-of-a-million pound Ferrari in blue with green carbon, which is exactly what this car's first owner did, by way of tribute to Gianni Angelli's Ferrari 166M Touring Barchetta, [which you can read about here](#). We have to say though, it works remarkably well, especially with that Camoscio leather interior. What's more, when you've finished soaking up that jaw-dropping exterior and take a seat, you'll have the pleasure of experiencing one of the greatest supercars produced in the last 20 years. Overall, this [2020 Ferrari 488 Pista](#) is a very enticing package indeed, all it needs now is a good amount of time on some decent tarmac.

Le Mans lunatic



If 2022 is the year you've decided to tackle Le Mans Classic, you'll be hard pressed to find a better chariot than this [1996 Venturi 600 LM-S GT1](#) to rip around Circuit de la Sarthe. With 640hp and just over a tonne of mass to shunt around the track, this Le Mans vet is sure to be a rocket ship. Take a look inside and it's a sea of carbon kevlar, which contrasts beautifully against the French Racing Blue paint. As the ultimate evolution of the Venturi 600 LM, this is a surefire way to intimidate the competition on the starting grid.

Green with envy



One of the most painful aspects of being a car fanatic is looking back 10 years or so and remembering how much cheaper certain performance car icons used to be. And perhaps no car on the market causes more emotional anguish than this stunning [Ragusa Green 1995 RS2](#). At nearly £80,000 it's competing against brand-new Audi RS4's for your hard-earned cash. A modern car may offer more creature comforts, but it won't match even half the driving enjoyment you'll get out of Porsche and Audi's love child. Plus, it's worth noting that modern super estates tend to depreciate as quickly as they get off the line, which certainly isn't the case with the RS2. Save yourself the pain and just buy it, we say!

The secret SC



Surprisingly, the stand-out feature of this [1980 Porsche 911 "G"](#) isn't its universally-loved Oak Green Metallic paintwork, which would have been the case on any other car. Neither is it that gorgeous Porsche Design Momo steering wheel. Instead, it's the super-rare 3.1 litre engine, fettled by the world-renown Alois Ruf. Compared to a 3.0 SC, the 3.1 has a higher compression-ratio, revised cooling, higher fuel pressure, bigger bores, and larger strokes, resulting in a meaty 210hp and more power lower down in the rev range. 3.1s also shed 100kgs relative to their common or garden 3.0-litre SC brethren, making it a real connoisseur's choice and a very rare find.

Gallery

