

# CLASSIC DRIVER

## [This is what our 300,000 dollar 3 car garages would look like](#)

### Lead

Creating fantasy garages is one of our favourite pastimes, so we decided to put our editors Elliot Newton and Mikey Snelgar head to head in search of the best 3 car garage for 300,000 dollars.

It's a game as old as the automobile: think of a random budget, set the number of parking spaces you have to fill, and search for the best combination of cars to satisfy all your automotive needs. To kick things off, we gave Mikey Snelgar and Elliot Newton a budget (imaginary, of course) of 300,000 dollars, and a set of rules. Firstly, they had buy 3 cars, no more no less, which must include a bonafide classic, a practical daily, and something fun for the weekends. Secondly, they were only allowed to choose one car from each marque, mainly to prevent Mikey from creating a list of three Porsches and Elliot a list of three Mercedes. Finally, all of their choices must currently be for sale on the Classic Driver Market, of course. Gentlemen, take it away!



### Mikey's Classic - 1989 Ferrari Testarossa

This wasn't an easy choice, because there's simply so many cars I'd love to own, but [having spent time with a black Testarossa in Cape Town](#), I knew I had to add this fabulous low-mileage example to my fantasy garage.

The Testarossa just seems like great value; it's one of the 1980s' most iconic cars, yet it's far less expensive than many of Ferrari's newer and less influential models. It's also a fraction of the cost of a comparable Lamborghini Countach, which we all know is its natural poster-car rival. With a wonderful 12 cylinder engine, a manual gearbox, pop-up headlights, and a design I know I'll never tire of, what's not to like?

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### Elliot's Classic - 1969 Mercedes-Benz 280 SE Coupé

Like any playground game, once we got started on this imaginary quest for garage glory, a rule was put in place to stop us picking multiple models of the same brand. This immediately halted me choosing various golden-era Mercedes models, so I'll have to settle with this slice of 1960s delight.

Built when Mercedes-Benz were the masters of refinement and luxury, this 1969 280 SE Coupé has road presence like nothing else on four wheels, with enough space for four to engulf themselves in the softness of that cognac leather interior. If I'm being picky, I would switch the black paint to Moss Green, creating perhaps the ultimate riviera wafter. While I did have to pick two other cars, I'd happily daily this one!

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### Mikey's Daily - 1996 Mercedes C36 AMG

I've got a bit of a thing for the first in-house AMG, especially in this fantastic shade of Green Black Metallic. This example is a bit of a high-miler, but these engines are pretty much bulletproof, and at this price I can overlook a lot of factors that might have otherwise made me pause. Sure, the C36 lacks the C43's slightly better gearbox, but I much prefer its more squared-off bodykit.

As cars from the 1990s continue to gain favour among collectors, I think the first product of Mercedes and AMG's union might turn out to be a wise buy. However, whether it appreciates or not, being able to drive this C36 every day would be a win in my book.

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### Elliot's Daily - 1989 Range Rover Classic

Finding a car that does it all with complete ease, and not choosing something as obvious as an RS6 Avant, is incredibly difficult. However, like Mikey, I've opted for something with perhaps a bit more obscurity rather than convenience in mind.

This 1989 Range Rover Classic has been given a new lease of life, thanks to Bahrain-based rejuvenators Solihull's, and is more than practical for everyday adventures. Its velour cabin is perfect for long journeys, offering pure luxury without the distraction of touchscreens and lane-assists. The 3.9-litre V8 might be a little on the thirsty side, but with just over 30,000 dollars left of my imaginary allowance, I'll be sure to keep some aside for the fuel pumps!

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### Mikey's Weekend Toy - 1999 Porsche 911 GT3

There was zero chance a 996 GT3 wouldn't make it into my garage, and this Mezger-powered masterpiece is exactly what I was looking for. I caught the 996 bug during lockdown after I purchased a 1998 Carrera 2, which I have since sold and miss to this day, so I've been yearning for another fried egg-toting Porsche.

Many of those in-the-know peg the 996.1 GT3 as the closest a water-cooled Porsche has come to the legendary, ultra-lightweight 911 R of the 1960s, and I would jump at the chance to find out for myself. Arctic Silver may not be the most imaginative shade in the Porsche rainbow, but you can't deny that silver just works on a 911. Give me this GT3 and an empty set of winding roads and I'll be a very happy man indeed.

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## Elliot's Weekend Toy - 2014 Porsche 911 GT3

Just as it's hard not to go for the Audi as an obvious daily, it's equally difficult not to head straight to Stuttgart's finest when looking for the ultimate weekend machine. Unlike Mikey's fried egg looking 996, my choice of GT3 comes from 2014 and the 991 generation. For me, this is the last of the simple, yet perfectly balanced and drivable GT3s, before they became a little too tech-heavy and aided.

This particular example may be lacking the hip-hugging bucket seats, but what it lacks in seating it certainly makes up for in stopping power, featuring the incredible carbon ceramic brakes. I can feel an imaginary 911 duel coming on!

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**Gallery**





















































