

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead

They say that variety is the spice of life, and here at Classic Driver, we're blessed to be graced with our own ever-changing spice rack in the form of the Market. From the soft to the spicy, we've picked out something for every car enthusiast in this list.



Maritime Magic

Ok, so it's not a 911, and therefore we can't guarantee that prices will reach six figures if you're hoping for an investment, but the Porsche 968 is a car that firmly deserves a place in your cars to own list, especially in its most potent, ClubSport setup such as this Maritime Blue example at LBI Limited.

Originally designed as an updated version of the 944, the 968 arrived and was such a departure from the 944, Porsche decided it deserved its own name. In its standard guise, the 968 was a great car, but the lightweight version, or "Clubsport" is the one to own. Its 3.0-litre engine is punchy enough to etch a grin on your face, and its stripped-down interior adds to the raw driving feel, and those colour-matched, lightweight Recaro racing seats are the stuff every Porsche-lover can't get enough of. They are becoming increasingly rare, too, with only 1,232 examples produced, and subsequently shipped to UK, Europe, Japan, and Australia.

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An Alpine with an Appetite for Racing

Nowadays, if you walked into your local Renault or Fiat dealer, you'd get some strange looks if you asked for a factory-optional competition car. Yet back in the 1960s, if you fancied your own rally ready Alpine A110 to dominate some local rallies, that's exactly what you could do, as a reasonable cost of course.

This rare model is exactly that and was prepared by the factory for rally and racing, seeing the car undergo a completely new look, including a 1300 VB tuned Gordini engine and most notably, an entirely different lightweight Groupe 4 body, as well as a host of more subtle modifications. It's becoming increasingly rare to find A110s in general, but one that has been rallied in period, and expertly maintained throughout its entire life is almost unheard of, making this one the one to own!

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Fresh Avocado

We often speak of 'useable classics', the kind of cars that have a sense of dependability about them, the cars that just, well, work. A Mercedes-Benz W123 often falls into that category, and this super-food shaded masterpiece from Thiesen Hamburg is about as cool as it gets.

Thanks to its hydropneumatics rear suspension, the W123 Estate can carry about just about anything while keeping its occupants more than comfortable. In fact, the payload can weigh up to a staggering 45% of the W123's 1,500kg weight, making it more of a super-estate than a regular family wagon! Finished in a stunning shade of pastel green with a contrasting beige interior, this example is true survivor and is in remarkable original condition throughout.

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El Diablo

You already know what it is, do we need to tell you? It's one of Lamborghini's many poster cars, a car that oozes sex appeal, decadence, and style. There have been plenty variations of the Diablo over its lifespan, but the early model cars such as this one has flown relatively under the radar, making them a must-buy for any 1990s supercar lover.

Offering drivers a much more visceral driving experience to the later models, Diablos such as this one from 1992 feature no four wheel drive system, no adaptive suspension, and weigh a whole 50kg cars are 50KG lighter than the models that followed. Finished in a stealthy Black over Dark Red leather, this example shows just under 42.000km and is ready and waiting for its next adventure. If you're brave enough that is.

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A Labour of Love

The term ‘nut and bolt restoration’ is thrown around a fair bit these days, but when a Range Rover Classic looks cleaner than the moment it rolled off the assembly line a whole 33 years ago, you know you’re looking at something pretty special.

To anyone who knows a thing or two about Range Rovers would correct us there, as a Suffix A is touching its 53rd birthday, but this is where this Range Rover gets interesting. The goal was simple and clear; to merge the very best features seen over 25 years of Range Rover Classic development between 1970-1995 into one package, offering the lovely classic look of a Suffix A but with the daily usability of a 1990’s Vogue SE.

Promising a driving experience like no other, the rebuilt 3.9 injected V8 showcase a big leap forward compared to the original Suffix era carburettor 3.5 V8s. When we talk of the cars we’d love to have in the ever-growing Classic Driver staff cars, this one is right up there!

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