

CLASSIC DRIVER

[This is what our 500,000 euro 3 car garages would look like](#)

Lead

It's time for Elliot Newton and Mikey Snelgar to go head-to-head choosing the ultimate 3 car fantasy garage once again. This time, different rules and a bigger budget shake things up, so take a look below to see what they put in their dream garages!

It's been too long since our last foray into fantasy garage territory, so we decided to up the ante by increasing the budget to 500,000 imaginary euros. However, this time Mikey and Elliot needed to pick one supercar, one modern classic, and one daily driver, each from a different manufacturer. We thought a bigger budget would make this a breeze, but it turns out Biggie Smalls was right, more money really does mean more problems (or choices)!



Elliot's Modern Classic - Mercedes-Benz S500 Coupé

Okay, now I know what you're thinking, and yes, realistically this yacht-like coupé would make for a remarkable daily driver, but made up rules are still rules, and I'm willing to daily drive my imaginary Citroën SM down below just so I can claim one of the coolest modern Mercs as a certified modern classic. Ever since the C140-generation Mercedes-Benzes were first snapped up by the upper echelons of the motoring world with the likes of the CL500 and its punchier V12-powered sibling in the form of the CL600, we've grown accustomed to the idea of the brand's luxury barge styled in a sportier coupé body.

The C217-generation of S-Class Coupé proudly picked up where the CL left off, offering truly unrivalled luxury and refinement, with a cabin more suited to the finest ateliers or Sunseeker yachts. This example is enhanced further thanks to the beige leather and sumptuous walnut wood finish, adding a real party piece to what is an extremely understated machine. Just like its predecessors, the S500 is no slouch, despite weighing over 2,000kgs, allowing its occupants to 62mph from a standstill in 4.5 seconds, making it the ultimate all-rounder, with looks that are ageing wonderfully.

[VIEW CAR](#)



Mikey’s Modern Classic - Renault Clio V6 Phase II

Having daily driven a Black Gold Clio V6 Phase II much like this one (albeit with quite a few more miles on the clock than this 19,574 mile minter) back in my early twenties, I wouldn’t be foolhardy enough to try and daily one of these wild French super hatchbacks again. The turning circle alone — which is on par with most planetary orbits — is enough to put me off that idea, but as a modern classic performance icon, there’s no arguing with these mad, mid-engined machines.

A mere 1,309 Phase IIs were ever made, making them almost exactly as rare as the Ferrari F40 and a very unusual sight on the road. Sure, the V6 isn’t the most glamorous being borrowed from a Renault Laguna, but its 255 horsepower output is more than exciting enough in a car of this size, especially when the engine is literally breathing down your neck. Then there’s the bodywork; at almost 2 metres wide the Clio V6 has unmatched road presence for a hatchback, and upon closer inspection you’ll find a lovely gold fleck hidden in that black paint. Rare, rowdy, and visually ridiculous, this is the modern classic for me!

[VIEW CAR](#)





Elliot's Daily Driver - Citroën SM

When Walt Disney famously uttered the now iconic quote “If you can dream it, you can do it,” the idea of daily driving a Citroën SM likely wasn’t on his mind. Renowned for its design-led quirks and eyebrow-raising performance, the SM is arguably one of Citroën’s finest creations, and a car whose inevitable electrical issues I’d happily grin-and-bear.

There is some method to the madness, though. [Last year we shared the story of how Morton Street Partner’s donned their finest flairs and took a SM from New York’s jam-packed Manhattan on a 3,000-mile road trip to Florida](#), finishing the hefty road trip without a single issue to report. For that reason alone, and because of the amazing condition of this example, I’m willing to run the risk of a few character-building issues. In return, I’ll get a true style icon of the 1970s, and a super grand tourer that wouldn’t look out of place parked outside the finest establishments.

[VIEW CAR](#)



Mikey's Daily Driver - Alfa Romeo Giulia GTAm

I’m a big believer that a daily should be just as exciting as your weekend toy, and there’s very few saloons that offer thrills like the Alfa Romeo Giulia GTAm. This was Alfa’s 540 horsepower answer to the ludicrous Jaguar Project 8, but in typical Italian fashion it came two years later, and with twice as much style. The GTAm is to a Giulia what a GT3 RS is to a standard 911, dropping 100 kg from the standard saloon thanks to carbon fibre bodywork, a polycarbonate rear window, and the removal of the rear seats, which I won’t be needing anyway as I don’t have kids.

Alfa built just 500 examples of the GTAm and slightly softer GTA combined, making it quite a bit rarer than the Maserati MC20 and Ferrari 296 GTB who share similar twin-turbocharged V6s. This Verde Montreal example is specced to perfection in my eyes, and while it is POA, a ballpark estimate of around 225,000 euros should leave plenty of budget for my supercar!

[VIEW CAR](#)



Elliot's Supercar - Aston Martin V12 Vantage S Manual

Granted, this glorious British bulldog could fall into either of the two categories, for these dog-leg manual, V12-powered variants of one of Aston Martin's beloved Vantage are likely to be the modern classic of choice for many enthusiasts of the brand.

First launched in 2009, the V12 Vantage was far more than just a mighty engine sourced from the car's siblings and squeezed into its compact wheelbase, it was forensically examined and enhanced, ensuring the extra power led to upgraded handling and driver feedback. Along came the V12 Vantage S in 2013, an extension of the original, boasting outrageous performance even over a decade on. In fact, aside from the One-77, the V12 Vantage S was the fastest production car Aston Martin had launched at the same, good for a staggering 563 horsepower and a flowing rev range that allowed this glorious engine to sing. With a reported 260 produced, examples such as this gloriously specified one are becoming extremely hard to come by, with many collectors and enthusiasts all wanting a taste of what many believe as the last truly driver-focussed Aston Martin.

[VIEW CAR](#)





Mikey’s Supercar - Ferrari 360 Modena

I love rooibos, but red isn’t my usual cup of tea. Yet it’s almost a universal rule that everyone’s first Ferrari has to be some shade of crimson, so when I saw the gated six-speed manual in this 2001 Ferrari 360, combined with its classic specification, I simply couldn’t resist. The 360’s puristic Goran Popović-designed bodywork gets better by the day to my eyes, and the 400 horsepower naturally-aspirated V8 offers just the right amount of usable performance too, making these post-millennium prancing horses incredible value if you ask me.

This example has covered a healthy 42,564 miles from new, and its tan interior and Rosso Corsa bodywork look to be in excellent condition. With three previous owners and detailed maintenance history, including the installation of a new cam belt and clutch, the usual worries about Italian reliability need not apply. If it were mine, a Challenge Stradale exhaust and rear grille would complete the package, noise complaints be damned!

[VIEW CAR](#)

Gallery

Source URL: <https://www.classicdriver.com/en/article/cars/what-our-500000-euro-3-car-garages-would-look>
© Classic Driver. All rights reserved.