

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead

The Classic Driver Market is a seemingly infinite treasure trove, and this week's bounty is as good as any with a tuned hot hatch icon, a glorious Italian V12 grand tourer, and all-terrain Porsche to name a few!



Well-Loved

The original Land Rover is a beloved icon of British ingenuity, and perhaps none are as well-loved as this perfectly patinated 1951 Land Rover Series 1. Originally Bronze Green, this Landy was shipped to Sydney, Australia, where it roamed the outback for more than 65 years before being returned to England in 2018.

While years of off-roading have worn away its original hue bar a few small patches like the bulkhead, don't let this Landy's rugged exterior fool you; it's actually in prime mechanical condition under that aluminium skin and recently benefitted from a sympathetic mechanical restoration. Now boasting a new canvas roof, retrimmed seats, and a refreshed engine and gearbox, this battle-worn Brit could be your ticket to a summer of all-terrain fun.

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Kustom Kolors

[We fell head-over-heels in love with this Group 5 replica BMW E21 built by Kustom Kolors at Ultrace in 2022](#), so when we saw it for sale on the Classic Driver Market we simply had to share it with our dear readers. Instead of the period-correct and unobtainable Formula 2-derived engine, Colin Ware fitted this wild E21 with a 4.4-litre M62 V8 from an E39 5 Series, which is about as good a substitute as one could hope for.

The incredible livery was created by design studio The Syrup Room, while it rides on Airlift Performance air suspension and staggered centre-lock Rotiform seventeen and nineteen inch replica wheels. So, if you're on the hunt for a wild ride that doubles as a work of art, look no further than this V8-powered monster!

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Colombo Fever

Ask any expert, and they'll tell you that very few cars built by Ferrari in the 1950s can match a late 250 GT Europa such as this 1956 example for sheer driving pleasure. As one the last 250 GT Europas ever made, this example is one of roughly 15 cars that benefitted from a shorter type 508 chassis, less weight, and the most advanced coil suspension available at the time. Not only does that make this Ferrari and absolute riot on the road today, but it also helped to cement Ferrari as the greatest manufacturer of grand tourers during the 20th century.

This 250 GT Europa was raced in-period in Europe before being shipped to the USA in 1966. In the early 2000s, this Ferrari underwent a full restoration, at which point it was finished in its current fabulous two-tone paintwork. Today, the car still looks concours-ready and has been fettled to produce an impressive 220 hp at 6,000 rpm. Guaranteed to offer plenty of joyous miles listening to that incredible 12-cylinder work of art, we wouldn't overlook this pristine prancing horse.

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Local is Lekker

Safari Porsches are all the rage these days, with 911s both new and old being fitted with off-road suspension and beefier tyres before being let loose on the great outdoors. However, the 996 was noticeably excluded from these off-road antics, that is until my fellow South African petrol heads at Safari Projek got to work.

Based on a manual 996 Carrera 4S, this is the 5th car they ever built, but you would never be able to tell by the quality of work on display. Riding on huge all-terrain tyres and 18 inch OZ Racing wheels, the guys at Safari Projek went to town turning this C4S into the ultimate Safari build. That meant a custom muscular bodykit, a 160mm wider front track, bespoke Reiger shock absorbers, and underbody plating. Now boasting a whopping 280mm of ground clearance, this Safari Projek 911 is ready for any landscape on earth.

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Good Soupapes

The Mk1 Golf GTI is considered by many to have invented the hot hatch genre, but if you ask us, it wasn't until German tuner Oettinger got involved that the recipe was truly perfected. Equipped with a revised 16-valve cylinder head, hence the "16 Soupapes" decal, Oettinger's Golf GTI gained around 20 horses for a then-impressive 136hp total output. These sought-after GTIs are now incredibly scarce, so this Anthracite Grey example is an rare find indeed.

However, this amazing example's story doesn't consist of years spent in an underground parking lot as you might expect, because it was the victim of an attempted theft in 1988 that left the car vandalised. Its owner at the time clearly loved this Golf GTI, because they spent nearly 60,000 francs returning it to its former glory. Today it presents in fabulous shape inside and out, and would be a fantastic way of finding out for yourself why the Golf GTI remains an automotive legend.

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