

CLASSIC DRIVER

5 collector cars to put into your garage this week

Lead

It's the weekend, which can mean only one thing: we've found five fascinating rides that deserve a spot in your collection. This week's Market Finds has everything from rotary-powered rally weapons to ultra-obscure limousines, so take a look below!



Drop-door Gorgeous

Harm Lagaay really took out the box thinking to another level when he designed the now-iconic [BMW Z1](#). As the first model in [BMW's](#) Z lineage it needed to make a statement, and that it did with its rakish wedge-shaped nose, composite body panels, and of course, those famous drop-down doors. Despite being based on the E30 325i, it really was more prototype than production car, and across two short years of production, just 8,000 examples hit the streets.

This 1991 BMW Z1 was originally delivered to Belgium in the fabulous combination of Ur Green over a cream leather interior with green carpets to match. Having covered just under 70,000 miles in a little over three decades, this Z1 has been carefully enjoyed throughout its life and is now looking for a new home. Accompanied by its original hard top, this Z1 is guaranteed to make any enthusiast's jaw drop in time with its party-trick doors.

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Mid-Engined Maverick

Ecurie Ecosse is undoubtedly Scotland’s most widely revered racing team for its back-to-back Le Mans victories in 1956 and 1957. However, when Jaguar failed to produce a successor to the D-Type that bagged them their glory, team patron David Murray enlisted the help of John [Tojeiro](#) to build a new track weapon for a 1962 Le Mans comeback. The result was this ground-breaking 1962 Tojeiro Buick, Britain’s very first mid-engined GT prototype.

Its body was designed by Cavendish Morton and formed from alloy by Wakelands of Byfleet, while its suspension and a multi-tube chassis were developed from Tojeiro’s Formula Junior single-seater. Power initially came from a 2.5L Coventry Climax engine, but an unsuccessful outing at Le Mans revealed it simply lacked the power to compete on the world stage. By 1963, this gorgeous prototype was fitted with a dry-sumped lightweight alloy Buick V8, and it was in this configuration that Jacky Stewart successfully raced across Britain, eventually securing gold at Snetterton in August, 1963. Now looking for a new custodian, this pioneering race car would be a stellar choice for anyone looking to get involved in historic racing next year.

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Rotary Rally Rocket

Think Group B and AWD monsters like the Audi Sport Quattro and Lancia Delta S4 probably spring to mind, but many might not be aware that [Mazda](#) threw their hat in the ring with one of the most unusual cars to compete in rallying’s most dangerous class. This 1983 Mazda [RX-7](#) EVO is one of a mere seven cars ever completed from a planned run of 20.

Unlike the competition, the RX-7 Evo utilised Mazda’s legendary 13B rotary engine — tuned to around 296 horsepower — to power the rear wheels alone. In the end, despite being comparatively lightweight, the abrupt end of Group B combined with the RX7 EVO’s disadvantage in both grip and power relative to the competition meant it never achieved the glory it might have had the series continued. However, this unusual rally car is still a winner in our books!

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Race KADet

[Minis](#) aren't usually the subject of the 'outlaw' treatment, but this awesome 1974 [Mini 1275 GT](#) has convinced us that needs to change. Restored from the ground up, this Mini has been heated up to ghost pepper levels of spice with almost every part in KAD's (Kent Auto Developments) catalogue.

Under that diminutive bonnet, you'll find that the 1275 cc engine has been upgraded with a forged crankshaft, pistons, and connecting rods, complete with a 7-port aluminium cylinder head with two large Weber carburetors to produce a very respectable 125 horsepower and 130nm of torque. Not bad for something that Stewart Little could operate. The chassis has likewise been improved with adjustable front and rear suspension, front and rear anti-roll bars, disc brakes all round with huge 6 piston calipers at the front, and even centre-lock wheels. Inside, you'll find a roll cage and Newton buckets seats, a Jean Louis Marnat dashboard, and a gorgeous MOMO Prototipo steering wheel to tie it all together. If you're looking to experience a true pocket rocket, look no further than this ballistic Mini!

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Machine from Taured

Any fans of the paranormal might have heard of John Allen Zegrus, a supposed unintentional dimension hopper who arrived at Haneda Airport in Tokyo in July 1954 with a passport from Taured: a European country that simply didn't exist. He was placed in a hotel by the Japanese authorities, but by the next morning he had vanished. Whether this was evidence of alternate dimensions or simply a case of passport fraud will remain a mystery, but if the man from Taured was telling the truth, we would like to imagine he drove something like this 1971 [NSU](#) Ro 80 2 Porte + 2.

Despite looking like an alternate-reality Aston Martin Lagonda, this is actually a fascinating one-off show car displayed by Pininfarina at the 1971 Turin and 1972 Brussels Motor Shows. Based upon a later-production example of the NSU ro80 and powered by a rotary engine, the 2 Porte + 2 featured suicide doors and was built to accommodate two adults and two children in maximum style. The 2 Porte + 2's aerodynamic exterior featured a retractable roof, while the psychedelic orange interior placed an emphasis on ergonomics. One of the last cars purchased by renowned collector Rudi Klein, this unique show car eventually found its way to Audi's Museum, where it was exhibited up until being entered into [RM Sotheby's sale of Rudi Klein's collection taking place on October 26th in Los Angeles](#).

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