

CLASSIC DRIVER

[5 collector cars to put into your garage this week](#)

Lead

You want a slice of 1950s heaven? We've got you! One of BMW's strangest creations? On it. A sticker-clad whale tail race car? Say no more. That's just how the Classic Driver Market rolls!



Not clowning around

After seeing BMW unveil the Z4-based Concept Touring Coupé at a rain-drenched Villa d'Este a few weeks ago, it served as a worthy reminder at just how good BMW are when they get it right, even if it initially seems so, so wrong. The same could be said back in 1997, when BMW first launched the Z3 M Coupé, a car that had no business being more than just crazy concept, and yet somehow, the 320 horsepower, e36 M3-powered clownshoe went into the mass market.

Out of the miniscule 6,291 examples that were sold over its five-year lifespan, this fabulous Estoril Blue example was first registered in 2000 to a Japanese customer, where it was enjoyed thoroughly before returning to Europe. We debate around modern classics is a frequent one at the Classic Driver office, and while we all have our opinions on what will likely be a hot ticket item in years to come, we all agree that the Z3 M Coupé has all the makings of a future icon!

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For the everyday style lover

During the early 1960s, Ferdinandi Innocenti was a passionate Italian on a mission. With more and more households gaining some well-earned disposable income thanks to an economic boom, many looked to owning their very own car, a worthy step up from public transport or a trusty Vespa. Seeing the success of the Fiat 500, Innocenti approached and subsequently entered into a cooperation agreement with the British BMC and began to produce Innocenti Austins and Mini Minors under license.

After building the 950 Spider, Innocenti turned to renowned designer Sergio Sartorelli, responsible for drawing the likes of Volkswagen's Karmann Ghia Type 34 and the Fiat 2300 S, with the aim to create a stylish coupé that was also usable and practical. The result is this quirky charm-machine you see before you, with this example covering a mere 37,000 kilometers from new. If some true Italian charm is exactly what your garage is missing, this one certainly fits the bill!

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Lemon & Lime

Grab your favourite sun hat, slide on those vintage Persols, and hop into this glorious slice of sunshine from 1989. Porsche isn't shy of a vibrant shade or two, but this paint, known as 'Limonengelb' is up there with the very best, and looks right at home on this 3.2-litre Speedster.

Contrasting finer than a slice lemon inside an ice-cold glass of Coke Cola, this Speedster's interior is a blend of patinaed black leather and soft-to-touch materials, making any journey feel like something truly special.

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A tribute to those Glory Days

In 1959, the world of NASCAR was teetering on the cusp of worldwide popularity. It had the biggest names, the largest sponsors, the excitement, drama and a fair amount of fisty-cuffs to make it the perfect family sport.

1959 was also the year that the first ever Daytona 500 took place, a race often regarded as the most important in the entire NASCAR calendar, and one every driver is desperate to win. Cars such as this 1959 Plymouth Savoy were the weapons of choice for many, loaded with honking-great V8s with over 300 horsepower (if you ever doubted that figure, the graphic on the hood is a polite reminder!). If you've ever wanted to live out your NASCAR glory day dream, this tribute car certainly looks the part!

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Race on Sunday, Riviera on Monday

How is it that removing some bumpers and chrome can completely alter not only the look, but also the personality of a car entirely? That's exactly what caught our eye with this wonderful Mercedes-Benz 190 SLR heading to RM Sotheby's upcoming sale.

Born from the success of the 300SL Gullwing and roadster, the 190 SL was a more attainable route into experiencing the best or nothing and was quickly admired for its charming looks and effortless style. For those few who wanted to take the 190 racing, the SLR was born, sporting a cut windscreen, driver-only roll bar and a serious amount of weight reduction. Inside you'll discover Mercedes' iconic patterned seats, a sportier wooden steering wheel and, of course, not a canvas roof in sight!

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Gallery

