

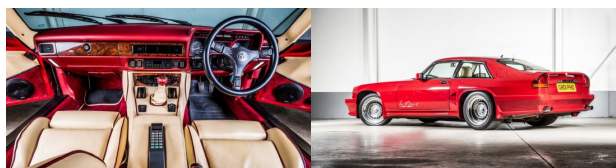
CLASSIC DRIVER

5 collector cars to put in your garage this week

Lead

A Brit in Luxembourg, an Italian in Italy, a Frenchman in England, a German in the United States, and another Deutschmann in Finland — this week's Market Finds selection is truly an international affair, and it'll have you wishing you had a garage in every country...

Double British



In the 1980s, Lister teamed up with Jaguar to tune the successful XJS. This 'upgraded' model was called the Lister-Jaguar XJS 7.0 Le Mans and it was one of Jaguar's first supercars, producing over 600hp and reaching 200 mph. This [beautiful red example](#) is equipped with its original 7.0-litre engine and five-speed gearbox, and at 50,000 euros, it's a bargain.

Born on track



Built with racing in mind, many Porsche 904s have spent time on the track — some more than others. [This example](#) spent four years racing around France, starting at the Le Mans testing sessions in April 1964 and ending at the Course de Côte de Soissons in 1969. The car eventually went back to the factory for a complete restoration and could be ready to hit the historic racing circuit once again...

Fine-tuned





When tuner and racing enthusiast Willi Martini first saw the BMW 700 CS, he knew he could transform it into a real race car — and that’s just what he did. [This BMW](#) is an original Willi Martini-prepped and -raced 700 CS that was sold new to Finland in 1963. It raced throughout the early 1960s and was subsequently registered for road use in 1966. Despite decades in the frigid Finnish weather, the white-and-green race car still looks beautiful today — the result of 39 years of loving ownership by a single family.

Silver bullet



The Appia was first introduced in 1953 and saw great success. During the production of the second series, Lancia began selling the chassis to Pinin Farina, Vignale, and Zagato, and while both Pinin Farina- and Viganle-designed Appias were sold directly by Lancia, the Zagato coupés never were. As such, they were commonly referred to as ‘out of series’ Appias, and [this little silver machine](#) is one such example. With fewer than 40 believed to have been built, this GTZ proves why both Lancia and Zagato have *always* been great.

Alpine racer



In response to a 3.0-litre limit on all engines in the Sports Prototype class at the 1968 Le Mans 24 Hours, Alpine produced the A220 — and [the example here](#) was one of four entered by the factory to participate in both the 1968 and 1969 season. After its racing career, the car was owned by former Alpine Works chassis designer Jean-Pierre Buirette, who undertook a 20-year restoration on the car. Now, it’s one of only five 3.0-litre Alpine A220s remaining and the only one still in its original side-mounted radiator configuration.

Photos: [Art & Revs](#) / [Symbolic International](#) / [Ove’s Garage](#) / [Route da Sogno](#) / [William L’Anson](#)

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