


CLASSIC DRIVER



1988 BMW E30 M3 Evolution II

Lot sold	USD 83 542 - 97 466 GBP 60 000 - 70 000 (listed)	Drive	LHD
Year of manufacture	1988	Condition	Used
Gearbox	Manual	Location	
Chassis number	WBSAK0108021916	Fuel type	Petrol
Number of seats	2	Exterior colour	Other
Drivetrain	2wd	Car type	Other
Lot number	304	Engine number	60294353
		Exterior brand colour	Misano Red
		Interior brand colour	Grey Half Leather

Description

Guide price: £60000 - £70000.

- 1/501 'Homologation Specials' and 1/40 UK-supplied cars with just 62,000 miles
- Full body restoration completed in 2015 to an extremely high standard
- Dedicated enthusiast owned for 16 years with a huge history file, fully traceable
- Cosmetically flawless, mechanically excellent, your opportunity to obtain the legend

The E30 M3 was the first purpose-built saloon produced by BMW as a racing homologation special by BMW's in-house Motorsport division. Introduced in 1986 as a road car, it dominated Touring Car racing throughout the World taking countless titles including the prestigious German, Australian and British titles, not to mention the World Touring Car Championship in 1987. To comply with DTM homologation rules, a minimum of 500 M3s, retaining all the aerodynamic features of the 'Works' racers, had to be built and sold to the public. The BMW M3 Evolution II was probably the closest to a 'Group A' racing-car experience it was possible to have on public roads in 1988. Compared to a normal specification M3, the engine was slightly more powerful thanks to a new camshaft, pistons

and intake system and benefitted from a lighter flywheel and lightened boot-lid, windows and bumpers. Such modifications made the car quicker and more 'pointy' compared to the standard M3. Of the 17,000 M3s produced, only 501 Evo 2's left the factory, making this example one of the most desirable 1980s homologation specials in today's market. This, UK-supplied, Evo II was registered new on 18th August 1988, and its first owner kept it for 6 months before returning the car to BMW as a deposit against the first Sport Evolution III available in the UK. As a UK car, it has an MPH speedo and English language computer display from new and we can confirm that it still retains matching chassis and engine numbers. Unusually the car has stayed within a small geographical area (a picture of it still hangs in the local BMW dealer-principals office) and the current owner has been in contact with all but one of the M3's six previous keepers, with each one remembering it fondly. The cars complete history is mapped out within the owner's file and accompanying the car in this sale will be a memory stick containing 350+ images of the complete body restoration conducted in 2015. Importantly all the panels were found to be original, including the scuttle and rear wings and showed no signs of damage or repair. At present the car is fitted with some features that are the preference of the current owner, however, all correct original parts are supplied with the car including, front grille, steering wheel, speakers, stereo and air-box. On test, the car fired from cold with ease with no 'slap' from the timing chain, all gears engaged very nicely, and overall the car felt tight and precise. In fact, it is one of the best I have driven. A well sorted E30 M3 is just a bit special and Evo IIs, particularly in Misano Red are rare and sought-after. As well as being probably the most fun you can have on four wheels, this lovely example could turn out to be a particularly shrewd investment...

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