


CLASSIC DRIVER

1974 BMW 2002 Turbo

- Lot sold
USD 71 882 - 82 941
GBP 65 000 - 75 000 (listed)
Year of manufacture 1974
- **Mileage** 57 km / 36 mi
- **Chassis number** 4290291
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 243
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- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** 4290291
- **Exterior brand colour** White
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Description

Europe's first turbocharged production car. 170bhp/240Nm of torque and 0-60 in 6.9 secondsUK-supplied in left-hand drive by A.R Sewell & Sons of Dunmow, Essex and still wearing its original number57,583 miles in the hands of its three owners, the last since 2011The KKK turbocharger was upgraded in 1983 to a Terry Drury Racing version and is currently fitted with an IHI TurboPresented in fine order in Chamomix White with BMW-Motorsport colours, black sports seats, Turbo alloysJust 1,672 cars produced in total with around 500 thought to remain, very few UK cars with known historyThe 2002 Turbo was launched at the 1973 Frankfurt Motor-show and was Europe's first turbocharged production car. With an output of 170bhp and 240Nm of torque, it was the fastest BMW yet produced, pinching that mantle from the superb 2002 Tii. Only produced in late 1973 and 1974, there were just 1,672 built, all in left-hand drive and sadly, very few survive today. Replaced in 1975 by the ubiquitous '3' series, it was the last model to be introduced by BMW whilst they were still regarded as a specialist low volume niche manufacturer.The 2002 Turbo is easily distinguished from any other 2002 by its body-colour front spoiler, black rubber rear spoiler, riveted wheel arch extensions, and most cars were further fitted with Motorsport stripes on the front spoiler and sides. However, underneath the surface there are more subtle changes. The front chassis rails are heavier, the floor areas around the rear suspension mounting points are thicker, the quarter panels are cut out for the flares, the

outer rear wheel housings are larger, the boot floor is different to accommodate a larger spare tire and special 70-litre fuel tank, and the nose panel is unique. The original style of Motorsport stripes featured the word "turbo" in reverse on the front spoiler, designed so that drivers could see the word clearly in their rear-view mirror as the Turbo was quickly approaching. However, the German government considered this to be too aggressive and BMW was quickly pressured into changing to a different style without any kind of turbo script on the front spoiler. This lovely 2002 Turbo was first registered on 3rd May 1974 and supplied new to its first owner by A.R Sewell & Sons of Dunmow Essex finished in Chamonix White with BMW-Motorsport colours. Our private vendor has enjoyed the ownership of this car for eight years and is the 3rd of the car's three owners. The Turbo's history is well documented with receipts for service work and maintenance from Alpina Automotive Ltd, L & C Auto Services Tunbridge Wells, and M.L.G Motors Limited London to name but a few. It would appear that in 1983, the first owner decided to upgrade the notoriously 'laggy' KKK turbo and replace it with a superior version marketed by Terry Drury Racing in Essex, however, it's now fitted with a relatively modern IHI turbo. We understand that the Getrag four-speed box is still crisp, the car sits on its original 'Turbo' alloys, performs well, starts on-the-button, and is always very well received at classic car events. With a very short production run, classic good looks, exciting performance, and a wide market in left-hand drive, these 2002 Turbos are simply a must-have for any serious car collector or BMW enthusiast. This is a rare opportunity to acquire a highly collectable and significant car from BMW's past and could turn out to be a rather shrewd purchase.

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