

E30 M3 Convertible

By October 1988 the Convertible was fitted with the 195 bhp catalyst engine and production carried on up to May 1989 after which the car was temporarily discontinued.

That would have been that, but the first batch sold very quickly so BMW built a third batch from March 1990 to June 1990 and again from January 1991 to July 1991. These cars all used the 215 bhp catalyst engine, M Tech II steering wheel, Evo type front spoiler, glovebox/boot lock interlock system, headlight wash wipe and leather trim with the tri-colour Motorsport logo in the top left corner. Most cars (and all official UK market cars) had a stitched leather centre console and some had a leather dash too... now that's just showing off. In all, 786 M3 Convertibles were made making it quite rare although most of them still exist.

The best one we have ever seen is this September 1988 example owned by Edwin Tieben from Holland. Like many M3 Convertibles it's had an oddball beginning

to life. Ordered in Macao Blue – a colour used on the Evo II and Europa Meister – this really is what you call a full-spec car.

The M3 Convertibles were available with either the 15 or 16-inch BBS cross-spoke wheels but that wasn't good enough for the first owner who specified 16-inch BBS split-rims with black centres and the outer rims polished – all confirmed by the original build sheet. Not for the first owner cloth trim either for the whole interior is in leather. The seats are trimmed in Lotus white leather which looks fantastic when new but which is hard work to keep cleaning and requires professional attention on a fairly regular basis to keep nice.

And when we say a full leather interior, we mean just that. Not just the seats but the door trims (most leathered up E30's have vinyl door trims), centre console, dash top, glove box, steering column shrouds and dash undertray and the whole steering wheel, not just the rim.

