

E30 M3 Convertible



The upper dash is trimmed in a very dark chocolate coloured leather and the result looks fantastic and completely hedonistic. The front seats are heated and the lucky first owner – possibly BMW – ordered all the other bits like cruise control, headlight wash wipe, the on-board computer and a rear wind deflector whilst a BMW Bavaria C kept our thrusting executive entertained with Dolby-enhanced Kraftwerk and of course 'Looking for Freedom', David Hasselhoff's number one (well, in Germany) album from late '88...

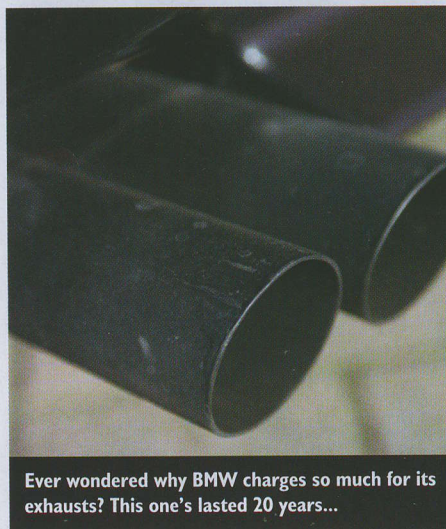
Another oddball from the spec sheet is an uprated power output of 210 bhp and BMW could do this via an altered ECU. With all that extra weight, it would have needed it too.

From the day it was completed this M3 must have been either a cancelled order or used by BMW as a press car because it was registered in Hamburg to the local BMW dealer in July 1990 with its pre delivery inspection being carried out on the 14th, but with its first (running in) service being carried out by BMW in 1989 by the factory.

Back in the days when BMW didn't build a huge number of cars, they would fit speedos showing just under a million miles, and the initial factory running in would click the mileometer around to a little over 000,000 miles ready for the first owner.

Edwin bought this car in 1996 after a long search for the exact spec he wanted, which had to be Macao Blue with leather. "I paid 15,000 Euros for it in 1996 with 99,000 km on the clock, and I bought it in Germany," he says. "It was a very nice original car but I wanted it to be perfect. I spent another 5000 Euros in the first year having the paint perfected, the wheels restored and lots of little bits."

Not that this is a pampered concours queen because in the 11 years he's owned



Ever wondered why BMW charges so much for its exhausts? This one's lasted 20 years...



Split-rim BBS 16s were a hugely expensive option back in '88.



Standard engine runs 215 bhp thanks to uprated ECU from the factory.