

# HAGERTY VEHICLE VALUATION REPORT

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## 1995 BMW M3

2dr Coupe 6-cyl. 3152cc/240hp FI

**\$19,200** Avg Value\*

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Hagerty Valuation Tools® uses vehicle values from our own independently published [Hagerty Price Guide](#), a respected and definitive resource for post-war cars and trucks. To determine this value, Hagerty analyzes sources including auctions, dealer sales and peer-to-peer sales. We also note condition, history, optional equipment, quality of restoration, degree of documentation, and sales venue, just to name a few.

Also incorporated into vehicle values are inventory, demand, recent trends of similar vehicles, movement within related market segments, and general directions of the vehicle market overall.

This report is an up-to-date and accurate representation of data currently available for the vehicle(s) requested.

*\*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty Insurance clients: The values shown do not imply coverage in this amount. In the event of a claim, the guaranteed value(s) on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your Hagerty Insurance policy, please call us at 877-922-9701.*

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# MODEL OVERVIEW

While the E30 M3 was a big hit with enthusiasts, a star on track and a BMW performance icon, the company decided to go in a slightly different direction with the all-new second generation E36 BMW M3 of 1992. While the first generation car was a bit more track-focused and a bit boy racer with its box flares and rear wing, the E36 version was more civilized. Its styling was nearly identical to the standard 3-Series, it was more comfortable, and had more usable power to make it ideally suited to daily driving. That's not to say the E36 was a slouch, though. It had 46 percent more horsepower than its predecessor, handled very well and was generally regarded as one of the best all-around performers of the decade.

Under the hood was BMW's S50 engine, making it the first M3 with a straight-six and it was equipped with BMW's VANOS (variable camshaft spread) technology. At first this was a 3.0-liter unit, but in 1995 it grew to 3.2 liters. Unfortunately for U.S. buyers, the engines on this side of the Atlantic were less potent than the ones in the euro market cars, making about 40 fewer horsepower. Euro cars also got a 6-speed with the arrival of the 3.2-liter engine, while the U.S. cars still made due with the 5-speed. 240 hp was still enough to get the U.S. BMW M3 from 0-60 in a little over six seconds, though, and it would still reach its limited top speed of 155 mph.

At first only available as a coupe, the M3 range soon expanded to include a sedan in 1997 and a convertible in 1998. 1997 also saw the introduction of the BMW Sequential M Gearbox, essentially an automatic with a manual shift mode. Such transmissions are fairly commonplace today, but in the 1990s this was pretty advanced stuff and only a handful of high-end manufacturers offered semi-automatic gearboxes. BMW's system worked well, and became an increasingly popular option.

Another change came in 1996 with staggered tire sizes – 225s up front and 245s in the rear. Otherwise, changes were minimal throughout the E36's run before it was replaced by the E46 M3 for the New Millennium. The E36 BMW M3 won "Car of the Year" awards on both sides of the Atlantic, and it deserved them. Smooth power delivery from the straight-six and nimble handling made the M3 a particularly well balanced car and it was quick enough to immediately become a popular track car. Ample convenience features and a relatively roomy back seat, even in two-door form, also made it just as good for the commute as it was for spirited driving. The E36 M3 was also made before BMW designs got so overly complicated, so enthusiasts can still do much of the work themselves.

Like any car, the E36 BMW M3 is not without its problems. It may have also depreciated to an affordable purchase price, but parts are still as expensive as ever. Rust is always worth checking for, and it's a good idea to look for mounting cracks around the rear shock towers and trailing arm bushings as well. Coolant leaks are a red flag, and there is just one nut securing the sprocket for the oil pump, which can back off on its own and result in engine failure. On convertibles, the mechanisms of the standard power top can fail and are very expensive to fix. Almost 33,000 E36 M3s (including almost 19,000 coupes) were sold here, so it pays to wait for a really good example.

The E36 has been the most unloved of the M3s as it lacked the panache of the E30 and was soon overshadowed by the E46 that replaced it. That just makes them a sound value, though, because they are very rewarding cars to own and drive, and every bit the "Ultimate Driving Machine" that you'd expect from an

M-badged BMW.

**BODY STYLES:**

2dr Coupe

**SPECIFICATIONS:**

Curb Weight: not available

Length: not available

Wheelbase: not available

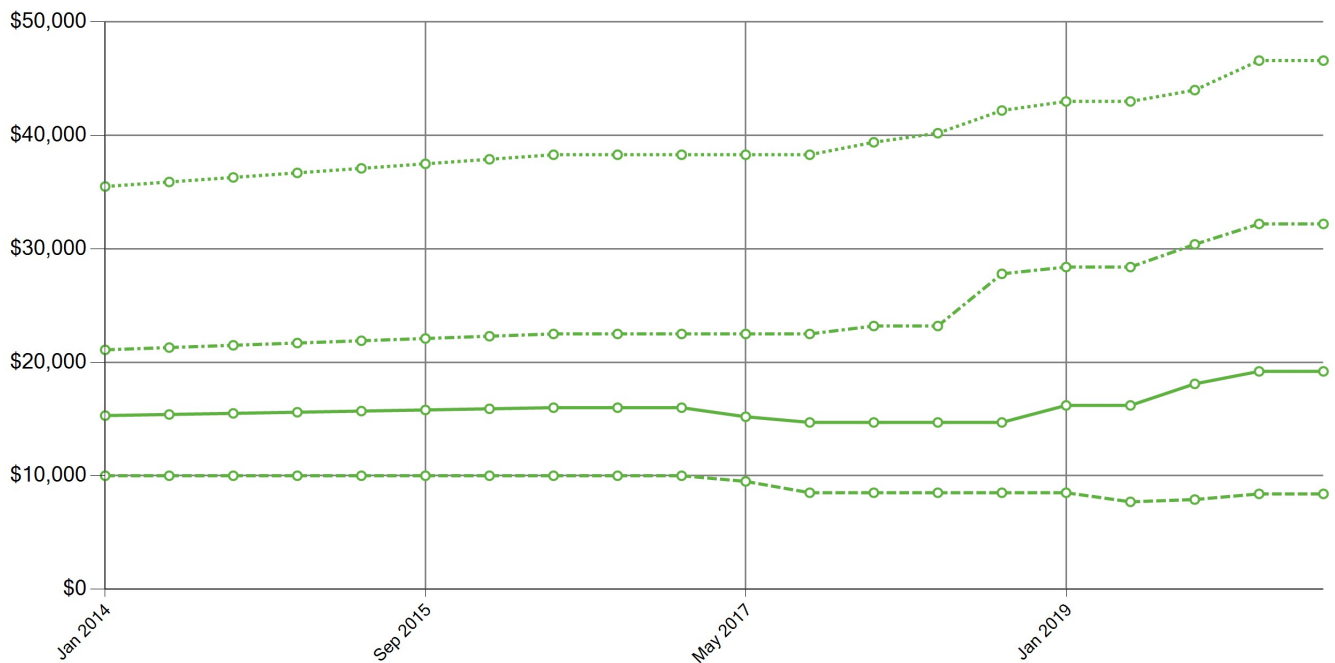
**NUMBER PRODUCED:**

8,515 1995 BMW M3 2dr Coupes produced

**ENGINES:**

6-cyl. 3152cc/240hp FI

# CURRENT & HISTORICAL VALUES



Prices assumes that no major modifications to the vehicle are present.

## #1 Concours ..... \$46,600

Condition #1 vehicles are the best in the world. The visual image is of the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted. The one word description for #1 vehicles is "concours."

## #2 Excellent - - - - - \$32,200

#2 vehicles could win a local or regional show. They can be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws, but will be able to find some not seen by the general public. The paint, chrome, glass and finishes will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine. The vehicle will drive as a new vehicle of its era would. The one word description for #2 vehicles is "excellent."

## #3 Good \_\_\_\_\_ \$19,200

#3 vehicles could possess some, but not all of the issues of a #4 vehicle, but they will be balanced by other factors such as a fresh paint job or a new, correct interior where applicable. #3 vehicles drive and run well, but might have some incorrect parts. These vehicles are not used for daily transportation but are ready for a long tour without excuses, and the casual passerby will not find any visual flaws. "Good" is the one word description of a #3 vehicle.

## #4 Fair - - - - - \$8,400

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting or scratches, the windshield might be chipped. Paintwork is imperfect, and perhaps the body has a minor dent. Split seams or a cracked dash, where applicable, might be present. No major parts are missing, but the wheels could differ from the originals, or other non-stock additions might be present. A #4 vehicle can also be a deteriorated restoration. "Fair" is the one word that describes a #4 vehicle.

# CURRENT & HISTORICAL VALUES

Date	Fair	Good	Excellent	Concours	Notes/Buzz
May 2020	\$8,400	\$19,200	\$32,200	\$46,600	-15% for auto
Jan 2020	\$8,400	\$19,200	\$32,200	\$46,600	
Sep 2019	\$7,900	\$18,100	\$30,400	\$44,000	
May 2019	\$7,700	\$16,200	\$28,400	\$43,000	
Jan 2019	\$8,500	\$16,200	\$28,400	\$43,000	
Sep 2018	\$8,500	\$14,700	\$27,800	\$42,200	
May 2018	\$8,500	\$14,700	\$23,200	\$40,200	
Jan 2018	\$8,500	\$14,700	\$23,200	\$39,400	
Sep 2017	\$8,500	\$14,700	\$22,500	\$38,300	
May 2017	\$9,500	\$15,200	\$22,500	\$38,300	
Jan 2017	\$10,000	\$16,000	\$22,500	\$38,300	
Sep 2016	\$10,000	\$16,000	\$22,500	\$38,300	
May 2016	\$10,000	\$16,000	\$22,500	\$38,300	
Jan 2016	\$10,000	\$15,900	\$22,300	\$37,900	
Sep 2015	\$10,000	\$15,800	\$22,100	\$37,500	
May 2015	\$10,000	\$15,700	\$21,900	\$37,100	
Jan 2015	\$10,000	\$15,600	\$21,700	\$36,700	
Sep 2014	\$10,000	\$15,500	\$21,500	\$36,300	
May 2014	\$10,000	\$15,400	\$21,300	\$35,900	
Jan 2014	\$10,000	\$15,300	\$21,100	\$35,500	

Prices assumes that no major modifications to the vehicle are present.

# VIN DECODER

W B S B F 9 3 2 0 S F 0 0 0 0 0 0

W Country: **Germany**

B Manufacturer: **BMW**

S Vehicle Type: **Passenger Car**

B  
F  
9  
3  
Body Series/Engine: **not available**

2 Restraint System: **Dual Airbag, Manual Belt, SRS**

0 Check Digit: **NULL**

S Year: **NULL**

F Assembly Plant: **NULL**

0  
0  
0  
0  
0  
0  
0  
Serial Number: **NULL**