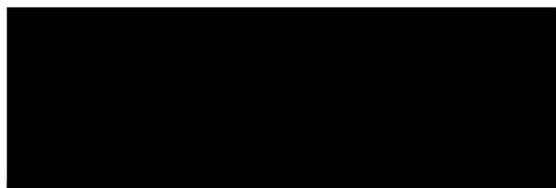


Cabinet d'Expertises Michel GICQUEL
Experts Automobile Brevetés
10 Avenue du Pigeon Bleu
78490 MERE-GALLUIS
☎ : 01.34.57.09.00
Fax : 01.34.86.19.58
secretariat@cabinetgicquelsere.fr

GALLUIS, le 31/08/2018



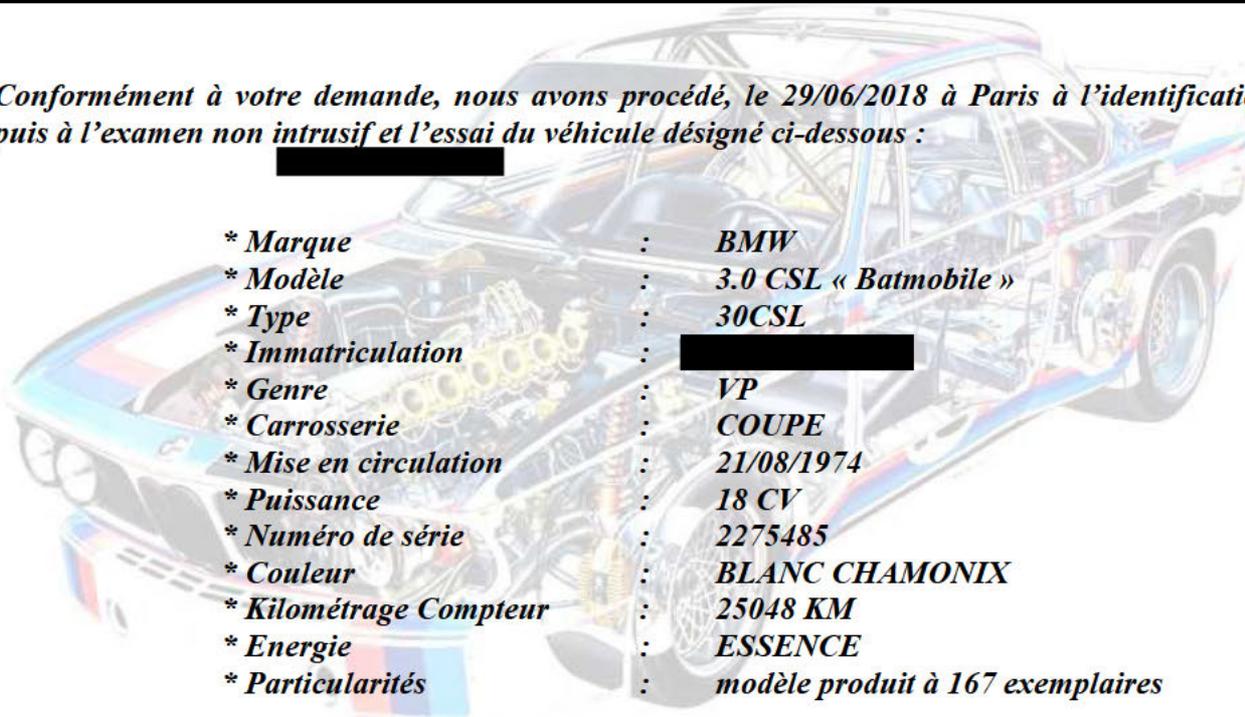
Véhicule : BMW 3.0 CSL
Immatriculation : [REDACTED]
N. Réf. : 20189431



RAPPORT D'EXPERTISE

VALEUR AGREE

Conformément à votre demande, nous avons procédé, le 29/06/2018 à Paris à l'identification, puis à l'examen non intrusif et l'essai du véhicule désigné ci-dessous :



* <i>Marque</i>	:	<i>BMW</i>
* <i>Modèle</i>	:	<i>3.0 CSL « Batmobile »</i>
* <i>Type</i>	:	<i>30CSL</i>
* <i>Immatriculation</i>	:	██████████
* <i>Genre</i>	:	<i>VP</i>
* <i>Carrosserie</i>	:	<i>COUPE</i>
* <i>Mise en circulation</i>	:	<i>21/08/1974</i>
* <i>Puissance</i>	:	<i>18 CV</i>
* <i>Numéro de série</i>	:	<i>2275485</i>
* <i>Couleur</i>	:	<i>BLANC CHAMONIX</i>
* <i>Kilométrage Compteur</i>	:	<i>25048 KM</i>
* <i>Energie</i>	:	<i>ESSENCE</i>
* <i>Particularités</i>	:	<i>modèle produit à 167 exemplaires</i>

Le présent véhicule a fait l'objet de nombreux travaux de remise en état avant livraison, ces travaux ont fait l'objet d'un suivi par nos soins :

A large, semi-transparent watermark of the BMW logo is centered on the page. The logo consists of a circular emblem with a black outer ring and a white inner circle divided into four quadrants of alternating blue and white. The letters 'BMW' are visible in the background, partially obscured by the logo.

***Examen en cours de
travaux du BMW 3.0
CSL le 30 Mai 2017***



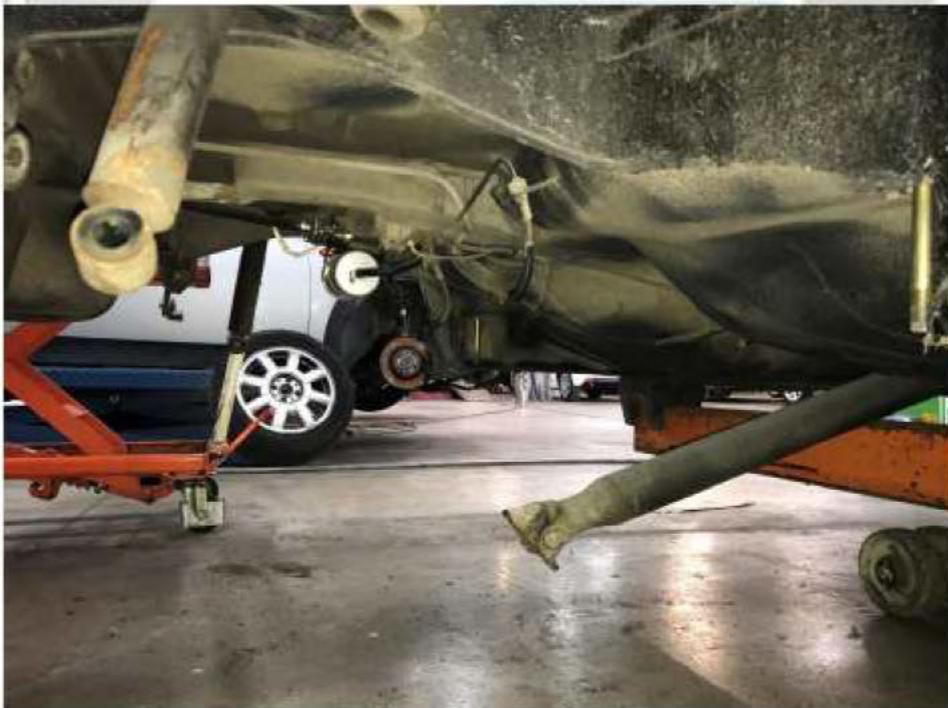


Etriers de freins arrière neufs.



Pont Arrière démonté et contrôle du serrage du différentiel + remplacement joints.





Train arrière déposé et silentblocs remplacés neufs, visserie neuve.



Allumage en cours de réfection, et alternateur neuf.



Admission déposée pour remplacement des joints et durites d'essence.



L'identification est conforme aux éléments présentés.



Le véhicule est en cours de travaux mécaniques de remise en état.





Le véhicule est présenté aux ateliers BM92 à Gennevilliers en présence de Monsieur [REDACTED]



Monsieur [REDACTED] nous indique qu'il attend les pièces détachées (amortisseurs avant et arrière, portes aluminium, soufflets de transmissions...).





EXAMEN EN COURS

DE TRAVAUX

LE 22 JUIN 2017

BLW 3.0 CSL /

2275485

Véhicule présenté dans les ateliers des Ets BM92 à Gennevilliers en la présence de Monsieur [REDACTED]



2

Les joues d'ailes présentait des traces de corrosion naissante. Celles-ci ont donc fait l'objet d'un traitement anticorrosion après décapage et soudures.





4

Il en va de même de la baie de pare-brise (trou d'évacuation d'eau altérée par la corrosion).



Les soufflets de transmissions ont été remplacés. Les tubulures d'admission ont fait l'objet d'un décapage et nettoyage.



Les amortisseurs arrière ont été déposés. Ces pièces vont être remplacées par des éléments neufs (en attente de livraison).



Les pièces d'usure composant le train arrière ont été remplacées.



Le pont arrière a été remonté après avoir fait l'objet d'une révision.



Fait à Galluis le 22 Juin 2017.





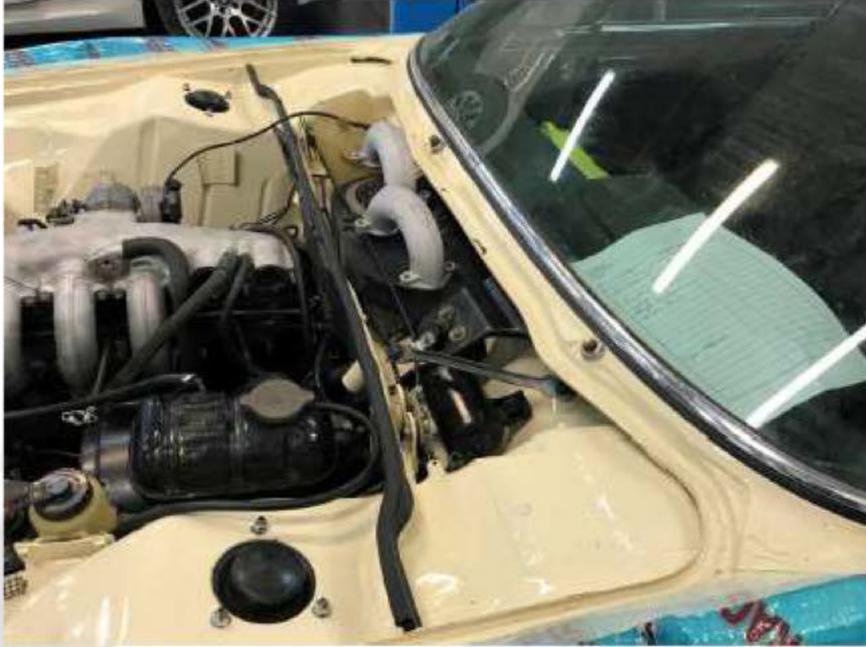
***EXAMEN EN COURS
DE TRAVAUX
LE 21 Septembre 2017
BLW 3.0 CSL /
2275485***

Véhicule présenté dans les ateliers des Ets BM92 à Gennevilliers en la présence de Monsieur [REDACTED]



2

La baie de pare-brise ainsi que la joue d'aile avant gauche ont fait l'objet d'une réparation et traitement anti-corrosion.



3

Les durites de refroidissement et de carburants ont été remplacées. Il en va de meme de l'allumage, de la batterie, de la courroie...)

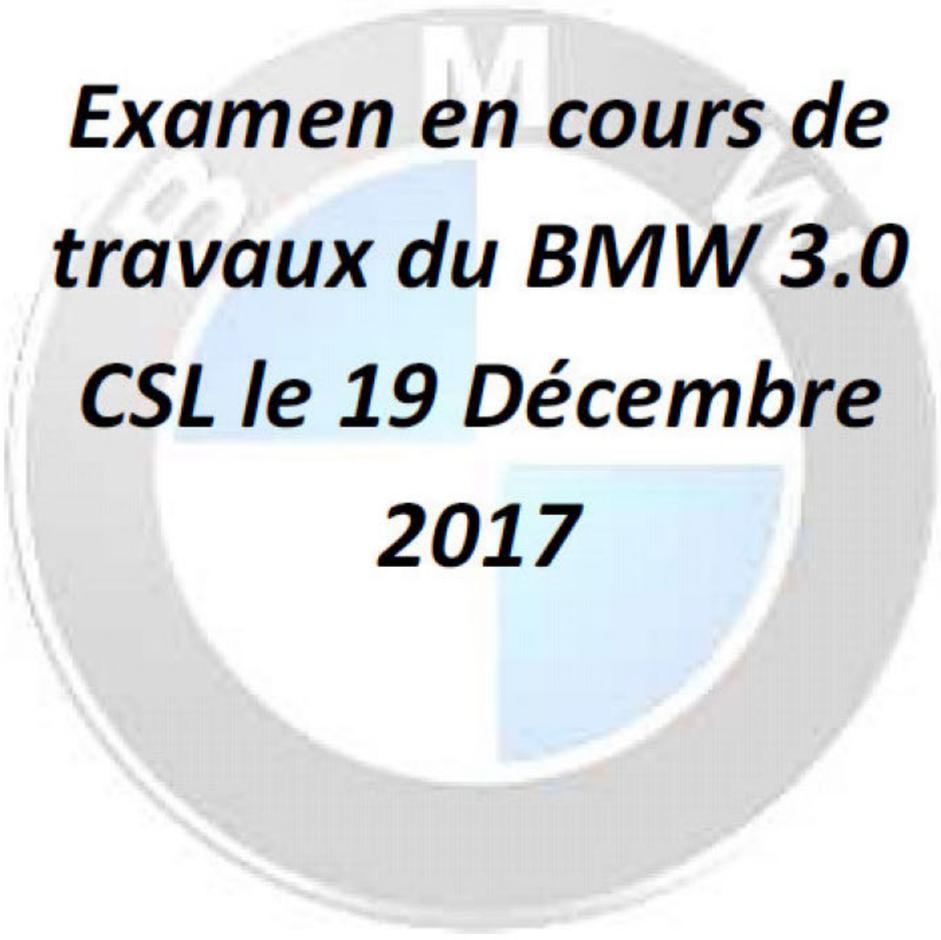


Les amortisseurs et les disques de freins ont été remplacés par des éléments neufs (amortisseurs Bilstein).





6



***Examen en cours de
travaux du BMW 3.0
CSL le 19 Décembre
2017***

Le véhicule est présenté aux ateliers BM92 à Gennevilliers .



La plaque constructeur a été déposée dans le cadre de la réparation de la baie de pare-brise.



Les différentes durites de carburant et de refroidissement moteur ont été remplacées. Nous relevons des dates de fabrications de 2016 sur ces éléments.





Les sièges et la moquette intérieure ont été déposés. Monsieur [REDACTED] nous indiquera qu'il est en attente de ladite moquette. Les portes en Aluminium auront été reçues et doivent faire l'objet d'une peinture.



**EXAMEN EN COURS
DE TRAVAUX**

LE 22 Janvier 2018

**BLW 3.0 CSL /
2275485**

Véhicule présenté dans les ateliers des Ets BM92 à Gennevilliers en la présence de Monsieur [REDACTED]. Les portes en Aluminium sont préparées et ajustées.



**EXAMEN EN COURS
DE TRAVAUX
LE 19 Mars 2018
BLW 3.0 CSL /
2275485**

Véhicule présenté dans les ateliers des Ets BM92 à Gennevilliers en la présence de Monsieur [REDACTED]. Les portes ont été peintes et doivent faire l'objet de la pose des stickers.



Les jantes ATS de dimensions 7JX14' neuves doivent être équipées de leurs pneumatiques



**EXAMEN EN COURS
DE TRAVAUX**

LE 5 Juin 2018

**BLW 3.0 CSL /
2275485**

Véhicule présenté dans les ateliers des Ets BM92 à Gennevilliers en la présence de Monsieur [REDACTED]



Le bloc motopropulseur a été remonté et est fonctionnel, celui-ci démarre sans encombre et sans émanation de bruyances ou fumées anormales.



La baie de pare-brise a fait l'objet d'une reprise de son évacuation corrodée et mise en peinture.



NOUS AVONS CONSTATE :

Véhicule de très bonne présentation générale, sans séquelle d'accident apparent, ni oxydation perforante. Ce véhicule est dans un état de conservation exceptionnelle et n'a pas fait l'objet d'une restauration. La peinture de teinte Blanc Chamonix a fait l'objet d'une réfection.



Le spoiler a été déposé, celui-ci est toutefois présent dans le compartiment de coffre arrière.





L'identification est conforme aux éléments présentés.





Le compteur indique 25048 km (compteurs à 5 chiffres)



Les jours et affleurements des éléments de carrosserie sont corrects. Les portes et le capot moteur sont en Aluminium. La malle arrière est quant à elle en acier.

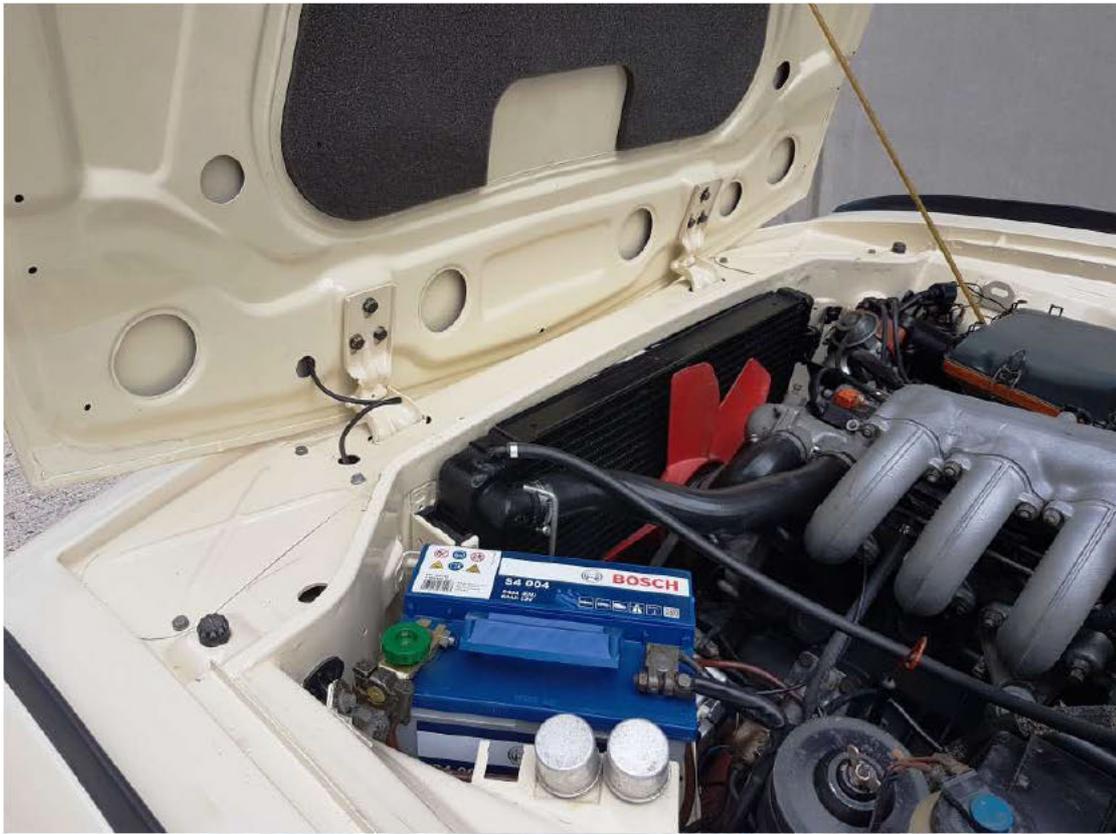




La structure est exempte de séquelle de réparation antérieure visible ou déformation. Aucune corrosion perforante ne sera décelée.



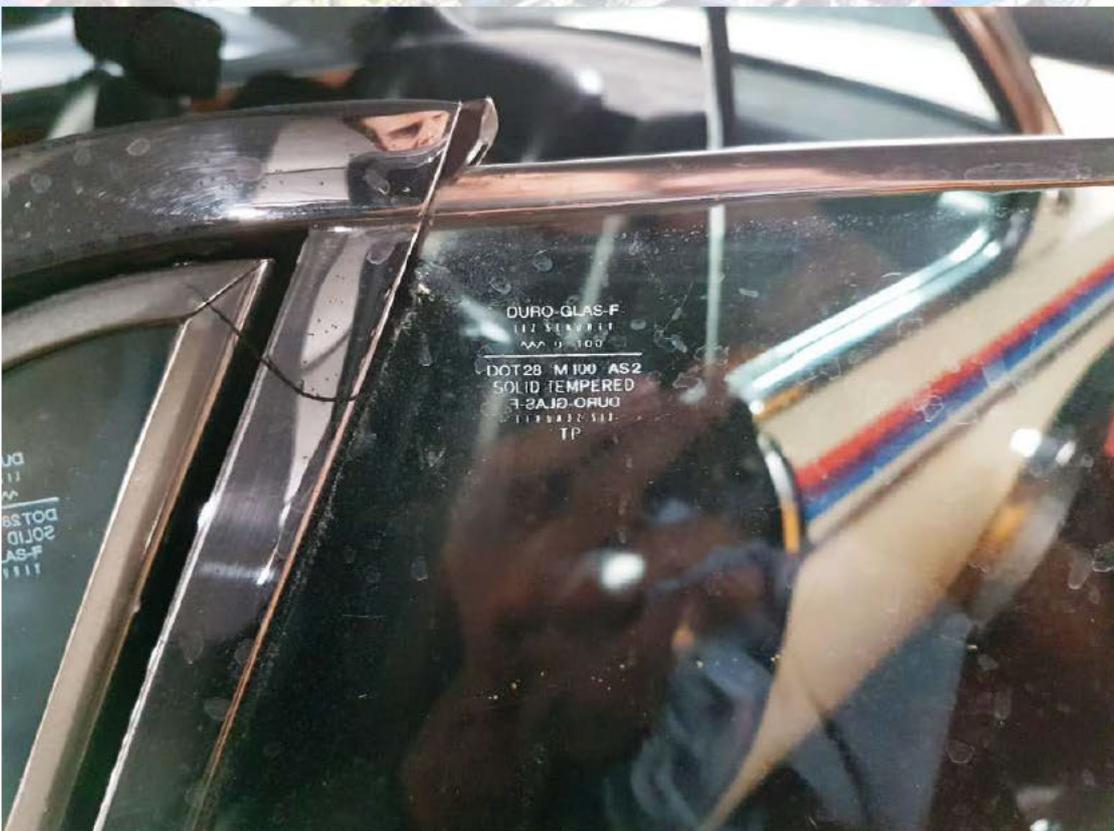




La trousse à outils d'origine est présente.



Les vitrages dans leur ensemble (teintés) sont en état standard. Ces derniers ne sont pas gravés.



L'habitacle et l'instrumentation sont en bon état de conservation et fonctionnel.



Les garnissages intérieurs et moquettes sont en état correct (moquettes neuves).





La sellerie spécifique au modèle est en bon état de conservation.





Les pneumatiques Michelin XWX en monte 205/70VR14 sont à l'état neuf.



Les jantes ATS en 7Jx14' sont à l'état neuf (Les jantes Alpina n'étant plus livrables)

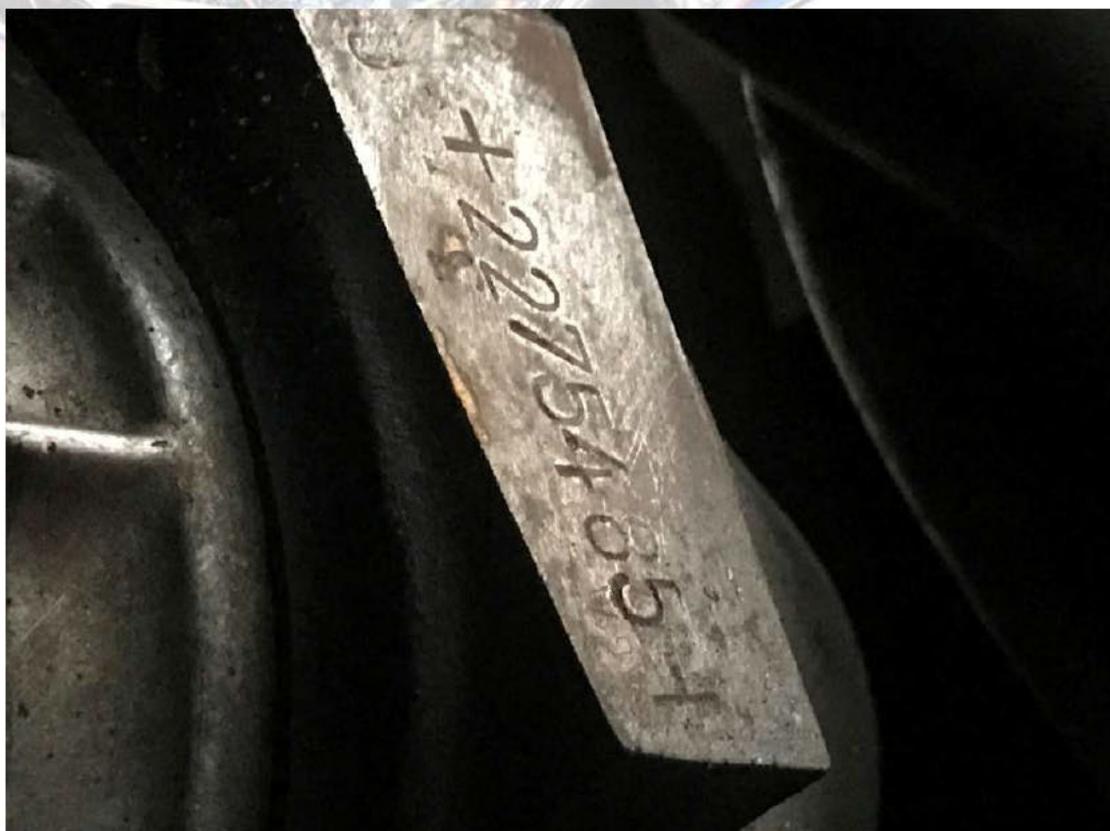




L'ensemble mécanique présente un bon état de fonctionnement, justifié un essai dynamique. Le moteur 6 cylindres en ligne de 3153 cc ne présente pas de bruyance ou émanation de fumée anormales.



Le numéro moteur relevé est le *2275485* (conforme à l'origine).

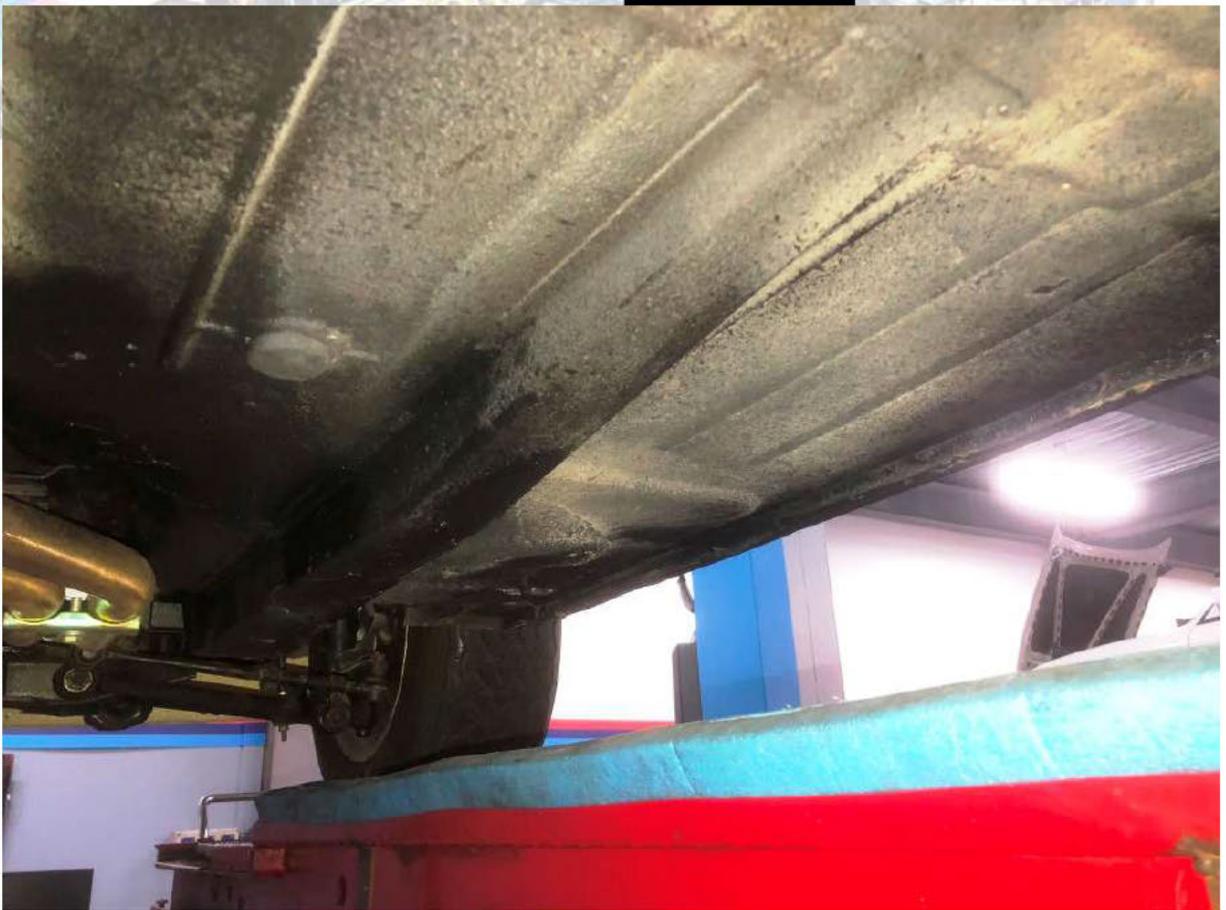


Nous avons disposé le véhicule sur un pont élévateur.



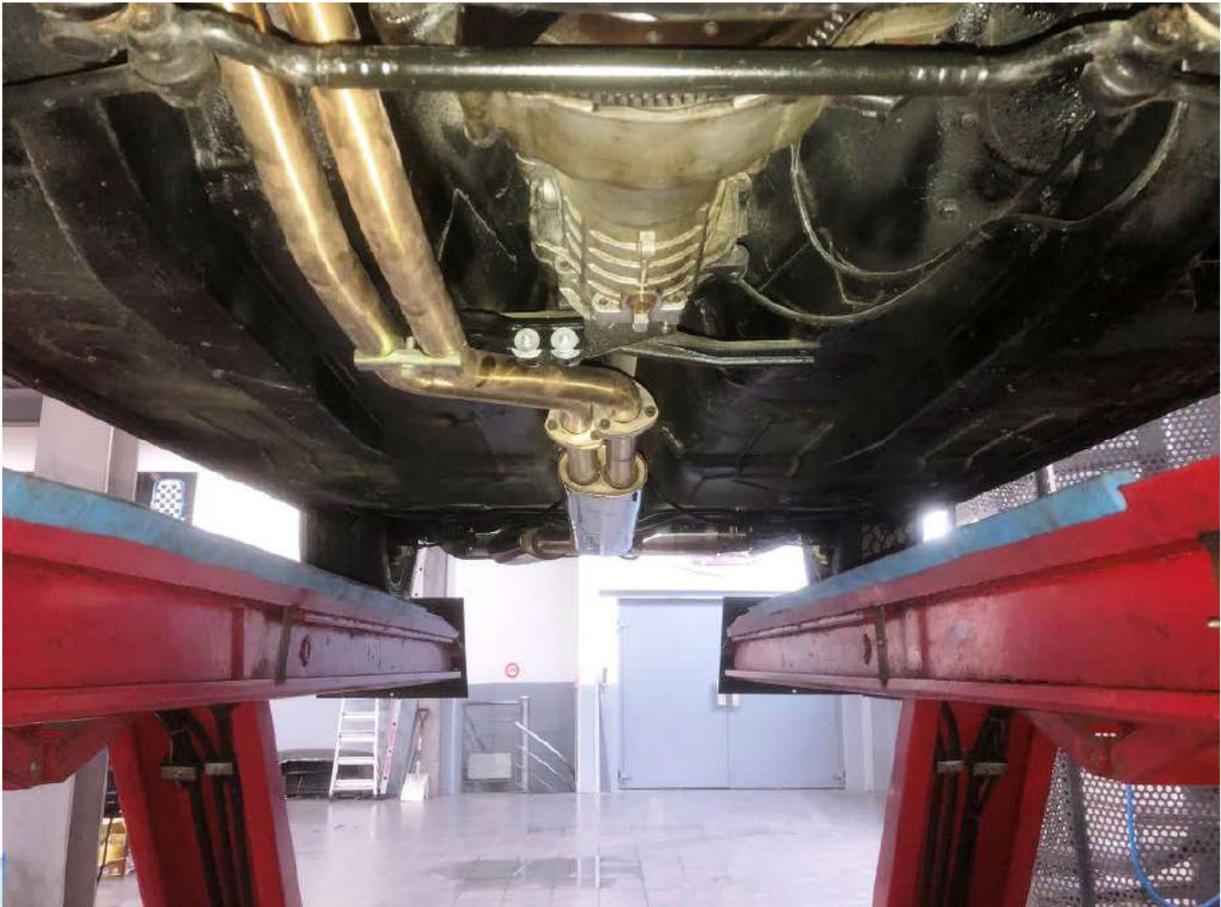
Le soubassement et planchers sont exempts de corrosion perforante ou déformation apparente.



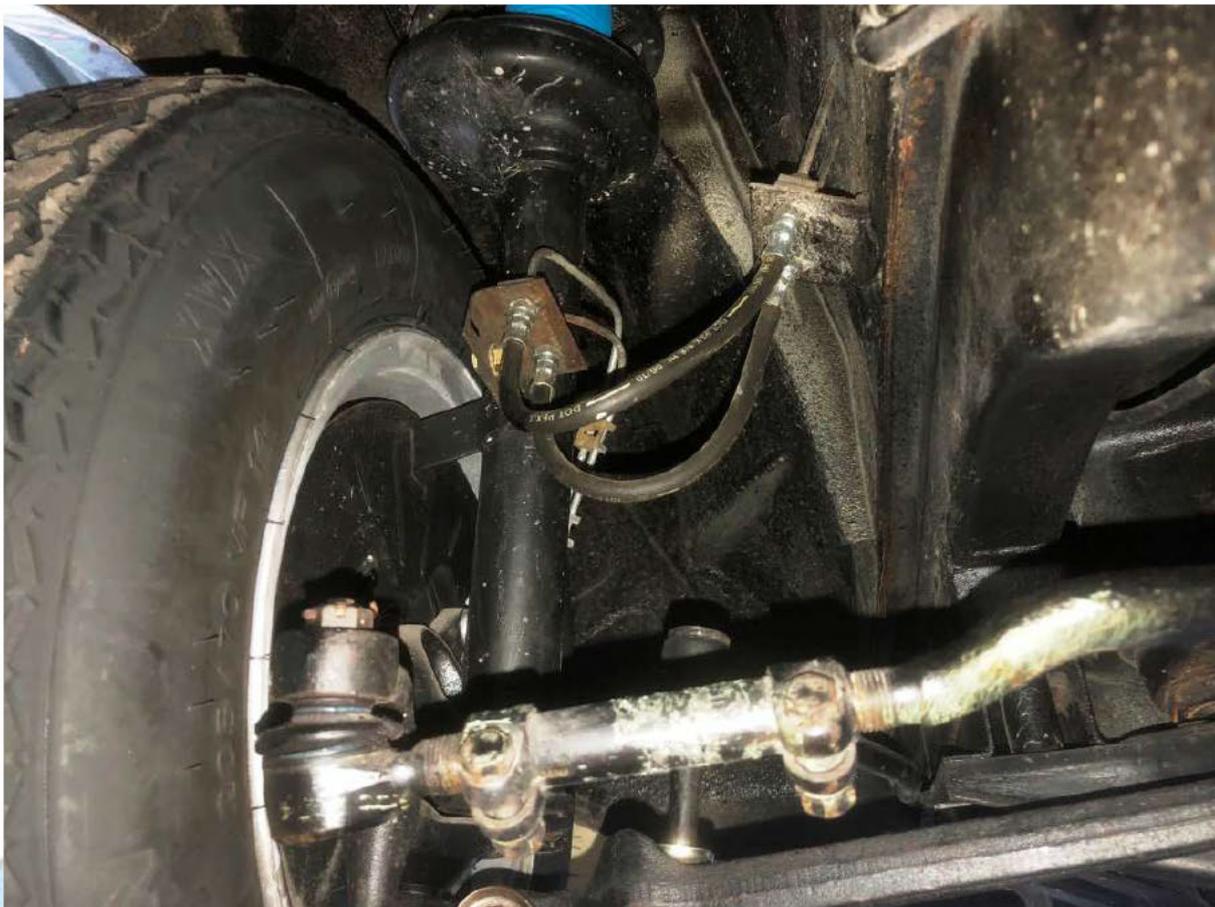




Le groupe motopropulseur ne présente aucun défaut visuel notable.



Les trains roulants ne présentent pas de jeux anormaux ou déformations visibles.





CONCLUSIONS :

Compte tenu de ce qui précède, étant donné le marché actuel de l'occasion pour ce type de véhicule, nous estimons sa valeur à dire d'expert, fixée à ce jour à la somme de :

300.000 Euros TTC (Trois cent Mille Euros)

OBSERVATIONS :

- Véhicule acquis par [REDACTED] en Décembre 1985. Celle-ci était alors immatriculée en Côte d'Or. Celui-ci est dans un état de conservation exceptionnelle et n'aura fait l'objet d'aucune rest [REDACTED]

Fait à Galluis-Méré, le 31/08/2018
Pour servir et faire valoir ce que de droit

L'EXPERT

Damien ROBERT

Expert Automobile

Diplômé d'Etat

Agrement Ministère Transport

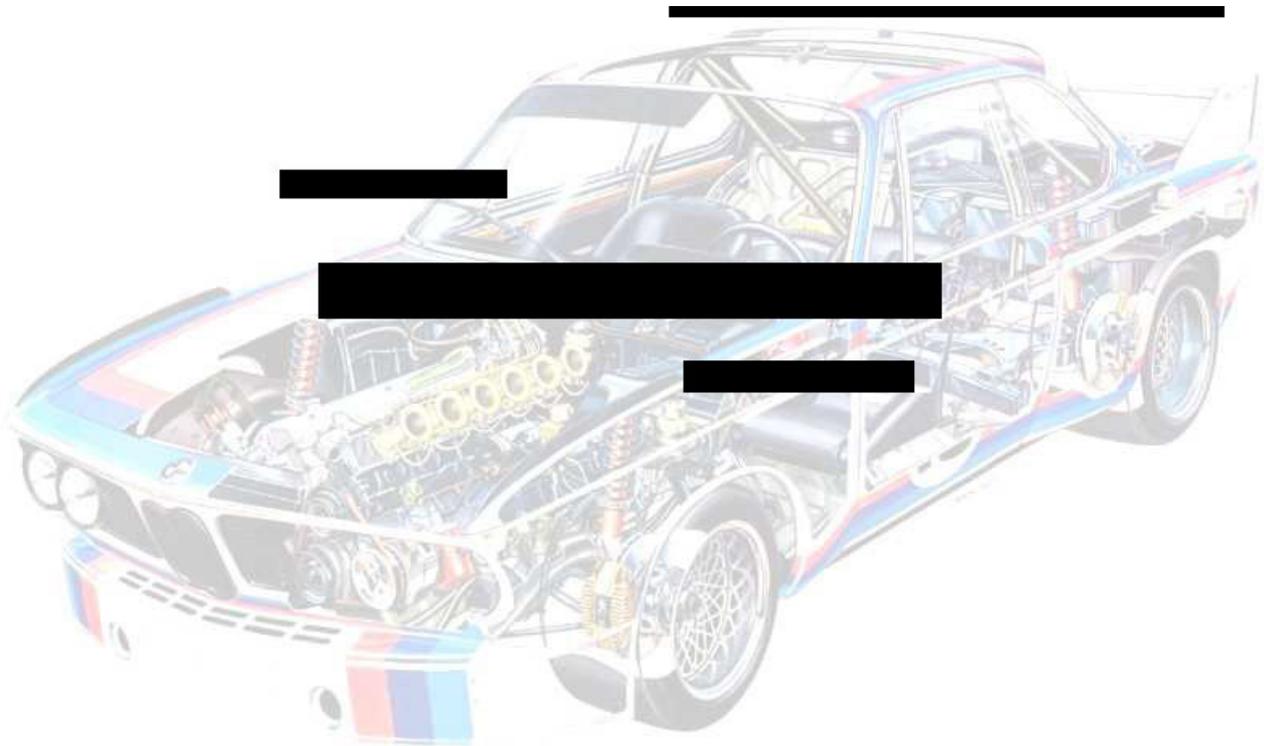
N° 004214 - VE

DOCUMENTS SOUMIS A ETUDE :

- Certificat d'immatriculation ;
- Contrôle technique ;

Ce rapport n'a d'autre but que de déterminer une valeur en fonction des éléments présentés et sur la base des conditions dans lesquelles le véhicule a été examiné.

Dans le cas d'une éventuelle transaction, cette évaluation ne saurait constituer une garantie d'utilisation ni se substituer à la garantie légale du vendeur notamment en cas de vice caché.



ANNEXES :

F

HÂUTS-DE-SEINE

N° IMMATRICULATION (A)

DATE

DATE DE 1^{re} MISE EN CIRCULATION (B)

[REDACTED] 11. 12. 85 21. 08. 74

NOM (C) Prénoms (D)

NOM du conjoint

DOMICILE (E)

COMMUNE

[REDACTED]

9/10/2011

GENRE

MARQUE (F)

TYPE

VP

BMW

3009L

N° dans la SÉRIE du TYPE (G)

CARROSSERIE

EN.

PUISS.

Pl. ass.

2275485

CI

ES

018 04

LARG.

SURF.

POIDS T.C.

POIDS à vide

POIDS T.R.

Br. (dBA)

Rég. mot. (t/mn)

01 055

02T65

DATE

et

N° CERTIFICAT PRÉCÉDENT

401E 18. 07. 85

Handwritten: Maitre Stanislas MACHOIR
Commissionnaire Préseur
Château de Lasserre
380-Montastruc La Consequette
31055 51 53 92
05 34 26 14 48

DROITS PAYÉS SUR LE	TAXE RÉGION	0397F80
	TAXE PARAFISC.	
	TOTAL	00397F80

DATES VISITES TECHNIQUES (Application des articles R. 118 à R. 122 du Code de la Route)

AUTOVISION
A14/03/13
F 5626006

DEKRA VERITAS AUTO
A
30/06/2007
V17220796

AUTOVISION
A28/08/13
F 6358789

AUTOVISION
A 11/04/2018
F 025551075



Le Directeur de la Régimentation et du contentieux

85 EL

N° 060757

Suzanne GERMOND

Le Commissaire de la République,

Certificat d'immatriculation

N° Immatriculation

Date de 1^{ère} immatriculation

A. [REDACTED]
C.1 [REDACTED]

B 21/08/1974

C.4a EST LE PROPRIÉTAIRE DU VÉHICULE

C.4.1

C.3 [REDACTED]

D.1 B.M.W.

D.2 30CSL

D.2.1

D.3 30

E. 2275485

F.1

F.2 1650

F.3 2650

G

G.1 0

J

J.1 VP

J.2

J.3 CI

K

P.1

P.2

P.3 ES

P.6 18

Q

S.1 4

S.2

U.1 0

U.2 0

V.7

V.9

X.1 VISITE AVANT LE 21/04/2019

Y.1 0

Y.2 0

Y.3 0

Y.4 0

Y.5 2.76

Y.6 2.76

Pour le ministre et par délégation,
Le sous-directeur de l'action interministérielle

Ludovic GUILLAUME

H

I 06/06/2017

Z.1

Z.2

Z.3

Z.4

2M04218581948

Certificat d'immatriculation

COUPON DÉTACHABLE

[REDACTED]

06/06/2017

2017CL99077

2275485





**PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE
D'UN VÉHICULE AUTOMOBILE**

N° d'imprimé : F 029540861

EXEMPLAIRE REMIS À L'USAGER

NATURE DU CONTRÔLE
Visite technique périodique

DATE DU CONTRÔLE
21/04/2017

N° DU PROCÈS-VERBAL
17148233

IDENTIFICATION DE L'INSTALLATION DE CONTRÔLE
N° D'AGREMENT : S092F106
RAISON SOCIALE : CTV 77
ADRESSE : 17 - 23 AVENUE JEAN JAURES
DU LUNDI AU SAMEDI 7H30 A 20H00
92390 VILLENEUVE LA GARENNE
0147965055

DÉFAUTS OU ANOMALIES CONSTATÉS
Document(s) présenté(s)
Certificat d'immatriculation
Version du logiciel : F15.00
Défaut(s) à corriger sans obligation d'une contre visite
1.1.1.1.2. FREIN DE SERVICE : Déséquilibre (AR)
5.3.2.1.3. PNEUMATIQUE : Usure irrégulière (ARG,ARD)
8.1.4.3.1. TRANSMISSION (y compris accouplements) : Soufflet défectueux (ARG,ARD)

IDENTITÉ DU CONTRÔLEUR
NOM ET PRENOM : CONSTANTINO Jorge
N° D'AGREMENT : 094F1140
SIGNATURE :



INFORMATIONS SUR LA VISITE TECHNIQUE PÉRIODIQUE DÉFAVORABLE

IDENTIFICATION DU VÉHICULE
N° Immatriculation [REDACTED] Date C.I. 11-12-1985 Date 1ère circulation 21-08-1974
Genre VP Marque B.M.W. Type 30CSL
N° de série dans la série du type 2275485 Energie ES
Kilométrage au compteur 24997 Désignation commerciale 30

TITULAIRE DU CERTIFICAT D'IMMATRICULATION
NOM, PRENOM OU RAISON SOCIALE : [REDACTED]
ADRESSE : 16 RUE ROYER BENDELE
92230 GENNEVILLIERS

RÉSULTAT DU CONTRÔLE TECHNIQUE
NATURE ET DATE DU PROCHAIN CONTRÔLE :
VISITE TECHNIQUE PÉRIODIQUE AU PLUS TARD 21/04/2019

MESURES

M E S U R E S	AvG	Av	AvD	ArG	Ar	ArD
Frein de service						
Déséquilibre (%)		7			26	
Force (daN)	249		234	197		147
Taux FR. service (%)			61			
Force (daN)	249		234	197		147
Frein de stat./sec.						
Taux FR. stat (%)				19		
Pesée (daN)		751		1347		596
Suspension						
Dissymétrie (%)		5				2
Dérive (m/Km)	+0.6					
Peux croisement	G:-1.8%	D:-1.8%	h < 0.8m			
TENEUR EN CO	: 0.59					



7783 NP 92

21 04/19

N° d'agrément : S092F106
N° de série : 2275485
N° d'imprimé : F 029540861

AUTOVISION

A 21/04/2019
7783 NP 92
F 029540861

INFORMATIONS IMPORTANTES AU VERSO

SOULEVEZ LE TIMBRE

CT UL RG 029 172 001 01/17

damien.robert@cabinetgicquel.com

De: damien.robert@cabinetgicquel.com
Envoyé: vendredi 17 mars 2017 16:51
À: 'Philippe ROUER'
Objet: TR: 3.0 csl

De : Serge.Zanini@bmw.fr [<mailto:Serge.Zanini@bmw.fr>]
Envoyé : vendredi 17 mars 2017 16:05
À : damien.robert@cabinetgicquel.com; garagebm92@orange.fr
Objet : RE: 3.0 csl



Voici la réponse de mon collègue de Munich :

Dear Mr Zanini,

Thank you for your reply.

The BMW 3.0 CSL VIN 2275485 was manufactured on July 20th, 1973 and delivered on September 11th, 1973 to BMW France. The original colour was Chamonix, paint code 085 and the car was one of the later models with the 3.2 liter engine and the spoilers (often called "Batmobile" today).

We hope this information is helpful for you.

Yours sincerely,

Cordialement

BMW Group France
Serge ZANINI
3 avenue Ampère Montigny le Bretonneux
F-78886 Saint-Quentin en Yvelines Cedex
Tel: +33.130439256

De : damien.robert@cabinetgicquel.com [<mailto:damien.robert@cabinetgicquel.com>]
Envoyé : lundi 13 mars 2017 11:47
À : Zanini Serge, B1-FR-A-60 <Serge.Zanini@bmw.fr>
Objet : RE: 3.0 csl

Il est identique au numéro de châssis

CLASSIC DRIVER

CARS BIKES YACHTS WATCHES COLLECTIBLES REAL ESTATE MAGAZINE AUCTIONS



1973 BMW 3.0
CSL 'Batmobile' - Restored

Girardo & Co.

Girardo & Co.

Passione per la perfezione

FI 340000

SEE ALL LISTINGS

FROM DEALER

FINANCE WITH JBR

Year of manufacture	1973	Drive	CAPITAL	LHD
Car type	Coupé	Condition	Restored	

Engine number	2275450	Number of doors	2
		Number of seats	4
Location			
Exterior colour	Silver		
Gearbox	Manual		
Performance	206 BHP / 209 PS / 154 kW		
Drivetrain	2wd		
Fuel type	Petrol		

Description

Big wings, a powerful engine and a stripped-out interior with sports seats
 Two private owners from new, with over 35 years in its first ownership, and a fabulous history file
 The ultimate specification of BMW's most iconic road-going homologation special
 Retaining its original engine and is stunningly presented throughout

The Lightweight BMW

The hugely recognisable BMW 3.0 CSL was a homologation special built to allow BMW to enter the highly competitive European Touring Car Championship. The 'L' in the model name meant leicht, which in English translates to 'light', with weight-saving achieved by using thinner steel throughout the body and BMW fitting aluminium doors and bonnet. Engineers also removed power steering, carpets and soundproofing, whilst also fitting figure-hugging Scheel sports seats. Total weight-saving was rumoured to be in the region of 140 kg.

The early 3.0 CSLs retained the same engine as the 3.0 CS, with the bore enlarged by one quarter of a millimetre, resulting in a displacement of 3,003 cc. This important enlargement allowed the CSLs to compete in the 'over three litre' competition category, which, at the time, was being dominated by Ford.

In June 1973, the ultimate, and final, 3.0 CSL specification was homologated. The engine was enlarged further, this time to 3,153 cc, with an increased stroke to 84 mm. The car also receiving a heavily updated aerodynamics package, which had been developed at the Stuttgart University. As such, a large front air dam was fitted, along with a spoiler above the rear window, as well as perhaps the most iconic large rear wing mounted atop the boot lid. As well as earning the 3.0 CSL its nickname 'Batmobile', the whole aerodynamics package added 90kg of downforce at 124 mph.

With the Batmobile, BMW went on to win the 1973 European Touring Car Championship with Toine Hezemans, defeating the previously all-conquering Ford Capri RS2600s. Hezemans also co-drove a 3.0 CSL with Dieter Quester to a class victory at the 1973 Le Mans 24 Hours. The BMW 3.0 CSL Batmobile went on to claim a further five consecutive European Touring Car Championships from 1975—an extraordinary run of success!

This Batmobile

The fabulous 3.0 CSL Batmobile we're offering here, chassis 2275450, completed manufacture at the Bayerische Motoren Werke A.G. (BMW) factory on 18 October 1973 and was finished in full Batmobile specification, including being fitted with the 3,153 cc engine.

The car was painted in Polaris Silver Metallic and imported new to Sweden by Forenade Bill Import AB, before being sold new to its first owner, Hans Eric Pamklev in April 1974. Rarely, this BMW 3.0 CSL retains its original owner's manual, confirming the delivery information but also showing how well loved this car was. Mr Pamklev was clearly enjoying his new vehicle, with yearly service stamps showing the mileage steadily increasing. The first stamp appeared in October 1974, with the car displaying 751 km, the second in July 1975 with 2,326 km, and then in July 1976 with 3,897 km. Hans was also fastidious with keeping documentation, and the car is accompanied by nearly 30 Swedish annual inspection reports, again confirming and documenting the steadily increasing mileage.

Mr Pamklev maintained ownership of this car for over 35 years, before it was bought by a German sports car dealer. During this ownership, the car was cosmetically restored, with the body being repainted in the original Polaris Silver Metallic. During this repaint, it was decided that the black bonnet fins would not be refitted, although they remain with the car and can be fitted if desired. These works, which also included fitting a new exhaust, a wheel refurbishment and a renewal of various suspension components, totalled €20,000, with copies of the invoices accompanying the car.

In 2014, the engine and mechanical components were inspected and renewed where required by specialist HW Motorsport in Germany, with a copy of the invoice, totalling €35,000, retained within the car's extensive history file. During the works, the injection system was also removed, inspected and cleaned, a new radiator was fitted, new clutch and slave cylinders were fitted, the front and rear axles were stripped and repainted, brake callipers were serviced, new handbrake cables and fuel lines were fitted, new fuel pump and expansion tank were fitted, and all fluids were renewed.

Also in 2014, the car was awarded its BMW Classiche Certificate, before being sold to its second private owner. Fresh from an extensive detail, this Batmobile is

presented in truly exceptional condition throughout.

The BMW 3.0 CSL is undoubtedly one of the most evocative and successful touring cars, having claimed no less than six European Championships. The stunning 3.0 CSL we are offering—which features its original engine, is finished in its original colour combination, has recently been rebuilt throughout, and wears the most outrageous aerodynamics package and BMW's instantly recognisable stripes—offers the new owner a great opportunity to experience the Batmobile and all it has to offer.

More Listings related to BMW 3.0



Market | Cars 
1972 BMW 3.0 - CS Sunroof Coupe
GBP 38 984



Market | Cars 
1973 BMW 3.0 - CS
GBP 29 659



Market | Cars 
1972 BMW 3.0 - SI

2500 and 2800 saloons. Also new was the 3.0 CSL's forerunner, the 2800CS Coupe, though the latter's running gear had more in common with the existing, four-cylinder 2000C/CS. The introduction of the similarly styled 3.0-liter CS in 1971 brought with it numerous improvements, including four-wheel ventilated disc brakes, and with 180bhp on tap the model was good for around 130mph. For racing purposes, there was also the lightweight 3.0 CSL.

Visually indistinguishable from its more 'run of the mill' relations (the CS and CSi) the 3.0 CSL (Coupe Sport Leicht) was creative homologation at its best. The BMW engineers' solution to the marketing department's requirements was to develop a limited production run 'homologation special' to meet the constrictive framework of the Group 2 racing class regulations. By removing the trim, and by using thinner steel for the main body-shell, aluminum alloy for the doors, bonnet and boot lid and Perspex for the side windows, a valuable 300lbs (136kgs) in weight was saved - 'Leicht' indeed!

Homologated initially with a fractionally over-bored (3,003cc) engine (enabling it to compete in the over 3-liter class) the 3.0 CSL came with 208bhp for road use and well over 300hp for the track. In 1973 the engine's stroke was increased, upping capacity to 3,153cc (nominally 3.2 liters) and from mid-season onwards the racing CSLs used the so-called 'Batmobile' aerodynamic package. Developed at Stuttgart University, the package consisted of a front chin spoiler, large rear wing, and other various devices. Illegal for road use in Germany, the wings were left in the boot for final installation after purchase.

Thus equipped, the Batmobiles were able to defeat the previously all-conquering Ford Capri RS2600s.

THE MOTORCAR OFFERED

Completed at the Munich-based *Bayerische Motoren Werke* (BMW) plant in October, 1973 as a 1974-model, this rare, homologation-special CSL was finished in Polaris Silver over a black interior – just as it appears today. According to the BMW Classic-issued Certificate for this car, the new CSL was made to European specifications and delivered new to the Swiss market, where it was sold through the BMW agency MOTAG in Dielsdorf, Switzerland, in September of 1974.

This stunning CSL benefits from a comprehensive restoration to a very high standard, and presents in fabulous condition throughout. Starting with the notoriously complex Karmann bodyshell, this exhibits precise panel fit and beautifully straight reflections. It is highly correct, with the full factory aero kit (including the rare roof spoiler and front wing splitters), correct CSL stripes and 14" Alpina alloy wheels wrapped with period correct Michelin XWX radials. This early car is denoted by the lack of a central support for the rear spoiler. Even the C-pillar badges are the correct original Cloisonné type. Brightwork presents in very good condition, and is limited to a few flashes of anodized alloy and stainless around the windows and the wheel arches.

As part of the weight savings, BMW deleted electric windows (on most early cars) and fitted lightweight, form hugging Scheel sport seats. This example still wears these highly desirable seats and the entire cabin has been correctly trimmed in black vinyl

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**Matching-numbers CSL in factory Polar Silver*
**Desirable and highly-collectible BMW*
**Offered with BMW Classic Certificate*

THE BMW 3.0 CSL

The early 1970s were landmark years for BMW, for not only did the German manufacturer power Jean-Pierre Jarier to the European Formula 2 Championship, it also captured the European Touring Car Championship using one of the most iconic racing 'saloons' of modern times: the 3.0 CSL, known popularly as the 'Batmobile'.



BMW had returned to six-cylinder power for its range-topping models in 1968 with the launch of the

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1973 BMW 3.0 CSL BATMOBILE

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LOT DETAILS

**1973 BMW 3.0 CSL
BATMOBILE**
Coachwork by
Karmann

Chassis no.
2275525

Engine no.
2275525

3,153cc SOHC
Inline 6-Cylinder



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with black cloth inserts. The original three-spoke sports steering wheel remains and the correct but somewhat incongruous wood trim has been restored to a high standard. Engine bay detailing is done to a high standard with everything appearing neat and tidy while remaining very usable.

With the original, matching numbers engine still in place, this Batmobile is a rare and highly desirable BMW. Offered with a BMW Classic-issued authenticity certificate and tool kit, this great example of the iconic 3.0 CSL is ready for spirited drives on rallies such as the Copperstate 1000 or for Concours showings.

FOOTNOTES

Please note car is titled 1974

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1975 BMW 3.0 CSL 'Batmobile' ©2018 Courtesy of RM Sotheby's

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1975 BMW 3.0 CSL 'Batmobile'

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Chassis No.	2275501
Engine No.	2275501

Documents: UK V5

- ✓ **One of 110 first-series 'Batmobiles' built**
- ✓ **Presented in overwhelmingly original condition**
- ✓ **Accompanied by a BMW certificate**

The BMW 3.0 CSL offered here, chassis no. 2275501, is one of the just 167 'Batmobiles' ever built. According to its BMW certificate, the car was reportedly completed on 27 July 1973, finished in classic Chamonix Metallic White (O85). One month after completion, on 27 August, the car was exported to Walter Sauermann, the BMW dealer in Las Palmas de Gran Canaria.

Though it was built in 1973, the car was not registered until 19 June 1975, when it was put on the road by its first known private owner, Emma Maria Sidler Balmer of San Bartolome de Tirajana, Las Palmas. One of just three 'Batmobiles' delivered new in Spain, the car received the registration number GC-2554-F. The car reportedly remained in Gran Canaria until 1985 when it was exported by its owner to Hamburg, Germany, where it stayed until at least mid-1986 as documented by fuel receipts.

The Batmobile reportedly remained in Germany for some time in 2007 when it was featured in an article of the Spanish classic car magazine Coches Clasicos. The author of the article was so taken with the car that he purchased it and returned it to Spain. It then reportedly received a complete service in Barcelona by an expert racing mechanic, with special attention paid to the complex 3.0-litre fuel injected race-derived engine. It was purchased by the current owner in 2013.

Lovingly preserved since new, it remains in overwhelmingly original condition, including the majority of the same Chamonix Metallic exterior paint with which it left the factory. It retains its original 'Batmobile' aerodynamics package, including the often-damaged front air dam, short roof spoiler and three-piece rear wing. Inside, the original black and red Scheel sport seats remain along with the original three-arm steering wheel which is specific to this model. Perhaps most importantly, the original numbers-matching engine, reading just 39,072 km from new, remains installed in the recently detailed engine bay.

As one of the 110 first-series 'Batmobiles' built, this is indeed a special and important car. It may very well be the best preserved original example of this iconic homologation model. No doubt, it deserves a place of honour in a fine collection to ensure its continued preservation.

Votre recherche

Vos critères

Marque

Modèle

Pays

CHERCHER

Historique des ventes aux enchères

Rappel cote : **210000€**

5 résultat(s)

Date vente	Marque / Modèle	Organisateur	Code vente	Code état	Prix	Lieu
19/01/2017	BMW 3.0 CSL coupé	Bonhams	∇	REST	307 980 €	Scottsdale
19/08/2011	BMW 3.0 CSL coupé 3 153 cm3 "Batmobile"	RM Auctions	∇	REST	114 840 €	Monterey
11/10/2010	BMW 3.0 CSL "Batmobile" ex-BMW Museum	Bonhams	∇	REST+	145 600 €	Dubai
01/05/2010	BMW 3.0 CSL coupé 3 153 cm3 "Batmobile"	RM Auctions	∇	REST+	115 000 €	Monaco
30/04/2010	BMW 3.0 CSL coupé 3 153 cm3 "Batmobile"	Bonhams	∇	REST+	82 000 €	Monaco

