



Fragile beauty



The 3.0 CSL is the model for performance fans

BMW badge on c-pillar doubles as an air vent

by August 1972 the engine had grown to 3003cc and was fitted with fuel injection.

However, the right-hand-drive 3.0CSLs that were offered to British buyers from October 1972 were very different animals to their European counterparts. To justify its supercar price tag the then importer thought it necessary to supply the cars with what was known as a 'city pack'. Glass replaced plexiglass, bumpers were fitted, windows were electric and the sound deadening was refitted. All in all the UK CSLs were much heavier, only 140lbs lighter than a CSi, whereas the European versions were a full 400lbs lighter. The last incarnation of the CSL was the famed 'batmobile', which had an enlarged 3153cc engine and enough aerodynamic add-ons to make an E30 M3 look subtle by comparison. All were left-hand-drive.

## Which one?

The entire range of CS coupés are fun to drive and all look gorgeous, so a convincing case can be made for each of the models. The 2800CS and 3.0CS models are harder to find in good condition than CSis and CSLs as the latter cars are more valuable, and so tend to have more money spent on them. Bear in mind that it costs virtually the same to restore a 2800CS as a CSL. As a daily driver the injected 3.0CSi makes most sense in terms of drivability and performance. If ultimate

the Hofmeister designed bodywork was achingly beautiful. Even today the CS stands out from the crowd

performance is your goal then you should be looking at a CSL, and a left-hand-drive German spec car will be the best bet if you want a genuine 'Lightweight' car. Do bear in mind that the delicate nature of the alloy panels make the CSL less appropriate as an everyday car as they can easily get damaged. That said, in the long term CSLs will be the best bet as an investment.

The combination of poor body design by BMW and an almost complete lack of rust proofing by Karmann can make the purchase