



BMW E34 M5 Touring £49,000

Specification			
Year	1992	Mileage	177,000 KM
Engine Capacity	3800cc	Transmission	Manual 5 Speed
Exterior Colour	Sterling Silver	Interior Colour	Full Black Leather

The E34 M5 Touring brings back truly fantastic memories. I recollect many family holidays to Cornwall and attending race meets here and abroad, loaded to the brim with luggage, kids and the dog in these 340 bhp super estates. When my wife announced to me at 2am that she had gone into labour with Zak, it was an Avus blue M5 Touring that I used to whisk her to hospital.

In the mid-90s, wherever I went, these cars always caused a stir. I recall a chap peering through the front wheels and saying to me "that is no normal 5 series Touring with brakes that size".

I opened the bonnet to show him the Motorsport 3.8 litre, 6-cylinder, 24 Valve, trim cam motor and he asked "did you build it"? I explained to him that BMW Motorsport built 891 M5 Tourings in left hand drive only. These Tourings were only ever offered with the later 3.8 litre motor. This was a typical conversation I used to have a lot with passing car nuts.

E34 body shells were sent from BMWs Dingolfing factory to the BMW Motorsport facility in Garching. BMW Motorsport then breathed their magic on the E34 and hand built the M5s. These cars were not a slightly modified 535. Every aspect of the car was tweaked by Motorsport to produce the ultimate super saloon of that era. The hand built S38 engine, individual butterfly housings with Bosch Motronic, a Getrag 280/5 gearbox, larger clutch, limited slip differential, larger roll bars, adaptive Motorsport suspension, quicker ratio ZF steering box, larger wheels, larger brakes, improved aerodynamics, improved Motorsport interior and exterior features made the M5 not just fast and nimble for a saloon car, but also luxurious.

The Touring version was a brave move by BMW and only 891, 3.8 litre M5 Tourings were produced between 1992 and 1995. This blend of luxury and performance in an estate car had never been seen and BMW very much set the bench mark for super-fast estate cars of the future. 380 horse-power and 400 Nm of torque propel these cars to a top speed of 155 MPH and they still pack an extremely high performance experience 26 years later.

Today, trying to find a decent M5 in either saloon or Touring guise, proves almost impossible. When any manufacturer builds a car this superb, they simply get used and used. Most examples had covered in excess of 100,000 miles within the first 4-5 years of their lives. Nearly all the examples we see today have over 200,000 miles on the clock and have suffered from terrible structural corrosion to the sills. The low value of these cars 10-15 years ago meant that any restoration work carried out was to a poor standard. Cars in original, unwelded condition such as this example are almost non-existent.

This particular Touring is a 5-speed example on 17" wheels. Finished in Sterling Silver, full black leather, double sunroof and Nurburgring switchable suspension. I personally imported this car from Germany in 1997 with only 99,000 KM on the clock and sold her to the third owners. I say bought by a father and son duo and I took their BMW 3.0 SI in part exchange. Both off-the-scale petrol heads with fascinating motoring history in their blood, Dad had worked for Bristol for many years and his son's career with McLaren, working on the F1 road car project had just started. This M5 spent many a day at the McLaren HQ in great company. We have some great stories to share with the next owner about some of the adventures had at McLaren. Appearances on TV and in the motoring press are also a nice touch to support this car's history.

Their level of care and attention to detail is not possible to put into words. Since I sold the car to them, it has been permanently garaged, never driven in the salt and wanted for nothing. There is no question that this example must be one of the most original, unmolested M5 Tourings left in existence and with only three owners from new.

The car is supplied with a massive document file supporting the service history, every MOT since arrival in the UK, original German logbook, all the original manuals, service book, service wallet, original radio, original keys and detachable roof rails for the luggage system.

Specification & History

E34 M5 Touring
Build Date 16th July 1992
First Registered 16th September 1992
3 owners (2 German & 1 UK)
177,000 KM
Full History
Imported to UK in 1997
Sterling Silver
Full Black Leather
Double Sunroof
Nurburgring Adaptive Switchable Suspension
Roof Rail Luggage System
Ski Bag
BMW Bavaria C Professional Radio Cassette

Servo-Tronic Steering
BMW Alarm System
Shadow-line Trim
Green Top-tint Screen
Front Sports Heated Seats
Air Conditioning
Cruise Control
17" Motorsport Wheels

The car has passed through the Classic Heroes workshop for our normal and very thorough due diligence. The sales prep work is designed to cater not just for any obvious faults but also take a long term preventive view for the next owner. The following will be carried out before delivery to the lucky new custodian:-

Carry out oil and safety service
Change brake fluid and coolant
Adjust belts
Replace bonnet strut clips
Replace missing D Pillar screw covers
Rectify faulty antenna feed to radio
Rectify clonk from n/s/r door glass in operation
Clean fuel tank edges and treat with cavity wax
Carry out repair to exhaust heat shield
Replace o/s/r sill trim rivet
Fit front headlining correctly
Replace o/s engine mount
Replace front screen and fit new running-in sticker
Remove wheel centres and covers, send wheels away for paint and refit covers with new bolts
Replace o/s/r wheel bearing
Replace front brake pads and sensor
Replace o/s Pitman arm
Prepare, prime and paint satin black lower front spoiler
Replace rear tailgate spoiler
Road test and MOT car

Please enquire with Barney for further details