

1997 BMW Z3 2.8

2dr Convertible • 6-cyl. 2793cc/190hp FI

#1 Concours condition

\$29,300

↗ +83.1%

#2 Excellent condition

\$16,700

↗ +62.1%

#3 Good condition

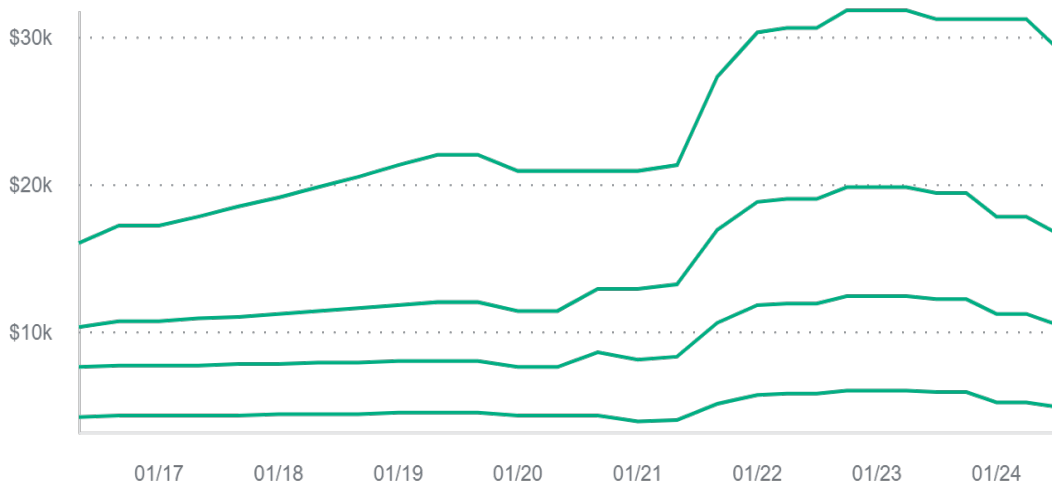
\$10,500*

↗ +38.2%

#4 Fair condition

\$4,900

↗ +16.7%



Value adjustments

-15%
for auto trans.

+\$2,000
for removable
hardtop.

Model description

The 1990 Mazda Miata proved conclusively that a small two-seat roadster could be a runaway success, even though such cars had all but disappeared from the car market a decade before. Other manufacturers couldn't ignore Mazda's smash-hit, so they started planning small two-seaters of their own, the most famous of which were the Porsche Boxster, Mercedes-Benz SLK, and BMW Z3.

The Z3 project began in 1991 with a design from Joji Nagashima. A final version was launched in 1995 and production started in September of that year at BMW's facility in Spartanburg, South Carolina.

The BMW Z3 was based on the E36 3-Series platform with McPherson strut front suspension and rear semi-trailing arm suspension from the older E30 (1982-94) 3-Series. The first Z3s were powered by a 140-horsepower, 1.9 liter four-cylinder engine capable of 0-60 mph in 7.9 seconds and with a top speed of 120 mph. It was comparable with the simpler Mazda Miata, although the 1996 Miata cost \$18,900 against the Z3's \$28,750, and the \$10,000 difference proved a tough nut for BMW to crack.

The answer was to offer the 2.8-liter, 189-hp six-cylinder engine in the Z3. This was introduced for the 1997 model year and managed 0-60 mph in 6.3 seconds, pushing the top speed to 135 mph.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty 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 policy, please call us at 877-922-3391.

The six-cylinder model also features a wider track and came with standard traction and stability control with a 25 percent locking rear differential, as well as optional 17-inch wheels. The new model lacked any external badges, so recognition came down to minor style changes – bigger grilles and wheel arches, and a more aggressive front air dam.

Also launched in 1998 was the coupe version of the Z3, a little heavier but much more rigid. It proved a hard sell at first, being tagged as the “clown shoe” or “bread van,” but today is popular for its distinct look and solid handling. The coupe was only available with the six-cylinder engine, and also as a much faster M model. Non-M coupes could be bought with automatic transmissions, but M models were all 5-speeds. Non-M Z3 coupes are also rarer than their Z3 M.

The Z3-based M Coupes and M Roadsters delivered 240 hp with the 2.8-liter S52 engine and a whopping 315 hp with the 3.2-liter S54 that arrived for 2001. M models also feature bigger disc brakes and were available in M-specific colors, with streamlined mirrors, “Roadstar” wheels, different side gills, and four exhausts. Interiors feature M-styled seats and colors and a voltmeter, clock, and oil temperature gauge in the center console. Ms did not receive the 2000 model facelift.

M models are the most desirable examples, with the M Coupe being the rarest and most expensive collectible. Only 2870 BMW M Coupes were built between 1999 and 2002, divided into 2180 with the S52 motor and from 2001 just 678 with the high-horsepower S54. In the same period 8937 M Roadsters were sold with the S52 engine and 1564 with the S54 unit. In all, total Z3 production amounted to around 297,000 Z3 roadsters and 17,800 Coupes, although these numbers vary depending on the source. The Z3 roadster was lightly redesigned in 2000 then replaced by the Z4 in 2003.

The BMW Z3 was featured in the 1995 James Bond movie *Goldeneye* and was one of the few non-British cars driven by Bond in any film. His Z3 boasted missiles behind the headlights, a radar scanner, parachute braking, a self-destruct system, and a passenger ejection seat. While not exactly a fan favorite, a BMW Z3 roadster is nevertheless one of the few Bond cars out there that is actually affordable.

Body styles

2dr Convertible

Engine types

6-cyl. 2793cc/190hp FI

1996-2002 BMW Z3 (E36) stats

Highest sale	Lowest sale	Most recent sale	Sales
\$76,296	\$2,600	\$9,240	139

Equipment

Standard Equipment

4 Speed Automatic
AM/FM CASS
Air Conditioning
All Wheel
Dual Front Air Bag/Active Belts
Pass Key
Power Brakes
Power Steering
Power Windows
Tilt Steering Wheel

Additional Info

Drive Type: RWD
Front Tire Size Code: 39
Front Tire Size: 16R225
Manufacturer Code: C116
Manufacturer MSRP: 35900
Market Segmentation: Luxury Sport
Shipping Weight: 2844
Wheel Base Longest - Inches: 96.3
Wheel Base Shortest - Inches: 96.3

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine 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.

#2. Excellent

#2 vehicles could win a local or regional show. They might even 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. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #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 fresh paint or a new, correct interior.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.