

2012 BMW M3

2dr Coupe . 8-cyl. 3998cc/414hp FI

#1 Concours condition

\$71,100

↗ +12%

#2 Excellent condition

\$53,100

↗ +1.9%

#3 Good condition

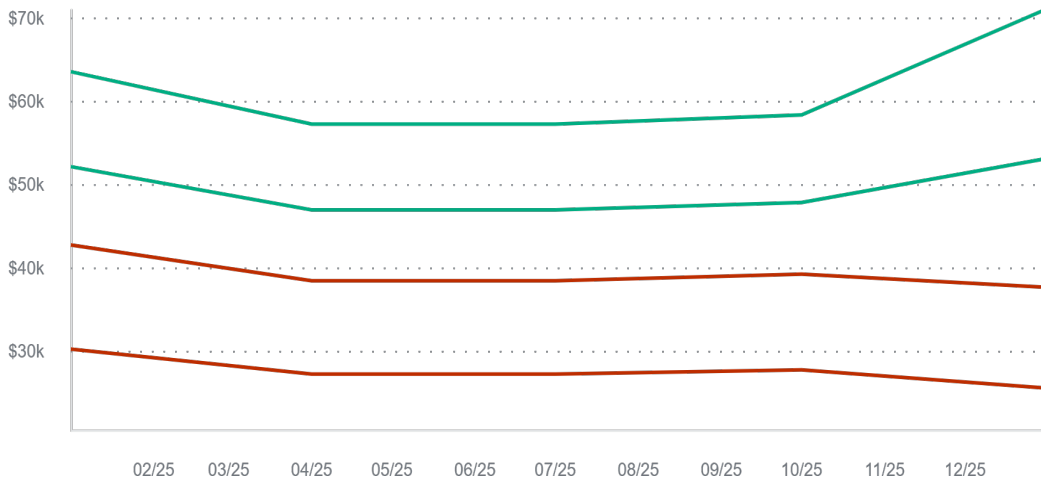
\$37,600*

↘ -11.9%

#4 Fair condition

\$25,500

↘ -15.6%



NOTE: The chart displays price changes for the last year.

Value adjustments

-10%
for DCT.

Model description

The 2000-06 BMW M3, also known as the E46, was a tough act to follow. Its clean, understated lines draped over a smooth straight-six engine and balanced chassis were peak analog BMW. It was truly the company's best. The 2007-13 BMW M3 that followed, collectively known as the "E9x" series, didn't exactly try to mimic the E46's success but rather took the M3 in a slightly different direction. Yet it was still a balanced, refined driver's car in true BMW M fashion.

Known by the codes E90 (sedan), E92 (coupe) and E93 (convertible with retractable hardtop), this latest M3 stood out from its predecessor thanks to both larger dimensions on the outside and an entirely different engine under the hood. The first E30 M3s were four-cylinder cars and the next two generations of M3 used straight-six power, but the E9x is the first and only M3 with a V8. A 4.0-liter unit called the S65, it is rated in the M3 at 414 horsepower at 8400 rpm and 295 lb-ft of torque at 3900 rpm. A 6-speed manual was the standard transmission, but in 2008 the M3's first dual-clutch semi-automatic debuted with the available Getrag 7-speed M-DCT transmission.

*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.

VVTL

Voice Control Navigation

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.

#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.

#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.

#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.