

## 2001 BMW Z8

2dr Roadster • 8-cyl. 4941cc/394hp MFI

#1 Concours condition

**\$278,000**

↗ +152.7%

#2 Excellent condition

**\$196,000**

↗ +110.8%

#3 Good condition

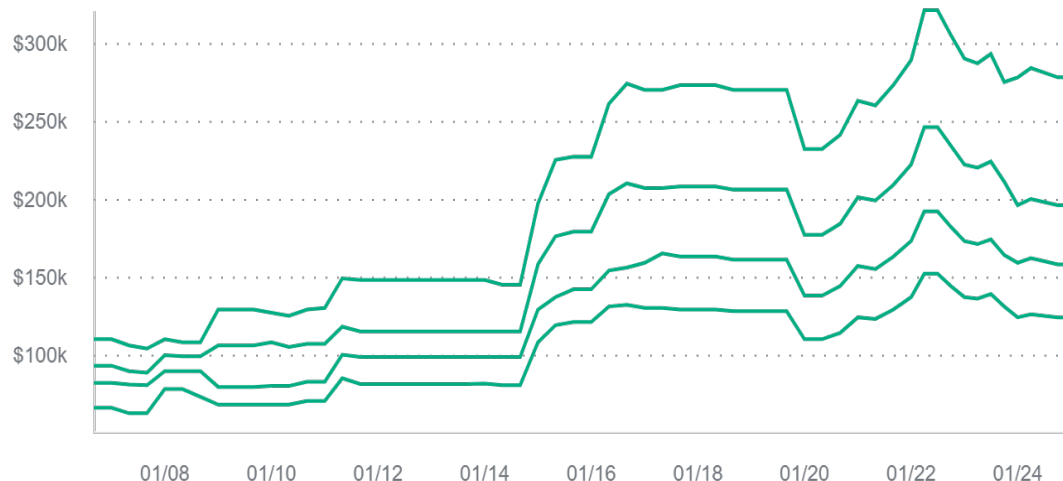
**\$158,000\***

↗ +92.7%

#4 Fair condition

**\$124,000**

↗ +87.9%



### Value adjustments

**+25%**  
for Topaz Blue.

## Model description

The BMW Z8 was made available to the public in 1999, two years after the Z07 concept car upon which it was built took rave reviews at the Tokyo Motor Show. The production version, designed by Henrik Fisker, was hailed as a modern interpretation of the company's 507 of the late 1950s, with a similar front end and styling cues, and the car certainly lived up to that claim. Like its spiritual predecessor the two-seat convertible was a capable sports car, but also a refined gentleman's express. Both cars had sleek and sinewy lines, without being extravagant.

The Z8 used the same 4.9-liter V-8 engine that was used in the M5. Using a DOHC and 32-valve setup to produce 394 hp, the engine gave the car swift acceleration and lots of top end speed. Period road tests showed the Z8 could sprint to 60 from a stop in less than the factory-reported time of 4.7 seconds, and the car could supposedly travel up to 170 mph if the electronically limited 155 mph was overcome. Underneath its hand-finished, alloy coachwork was an aluminum space frame. Four-wheel independent suspension, disc brakes on all corners, a balanced 50/50 weight distribution, and a six-speed manual transmission on the spec sheet all emphasized that the Z8 was built for driving, and the car was confident when pushed on twisty roads and quick through the straights.

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The BMW Z8 was a driver's car from the cockpit, too. Gauges and controls were minimal, and centrally placed to provide a better view of the road. Seats were comfortable yet sturdy, and the steering was confident.

Famed BMW tuner Alpina produced fewer than 200 Alpina Z8s, all with automatic transmission and a modified version of BMW's 4.8-liter engine. Power output was slightly less (375 hp) but peaked at lower rpm, and torque was higher than the production model. The car also wore 20-inch wheels and had a rear spoiler. Production of all Z8s stopped in 2003 after 5,703 units left Munich – nearly half of which were destined for the U.S. market.

Today, the cars are recognized as one of BMW's high points of the last several decades, and have achieved collectible status only 15 years after they bowed. Some cars have experienced problems with the engine's variable valve timing units, and others have had cam sensor issues, but overall the cars have been fairly reliable. Most were not originally daily drivers, so seek out original owners when possible. Also, steer clear of cars with deferred maintenance, as repairs can be expensive when they do occur.

### Body styles

2dr Roadster

### Engine types

8-cyl. 4941cc/394hp MFI

## 1999-2003 BMW Z8 (E52) stats

Highest sale	Lowest sale	Most recent sale	Sales
<b>\$420,500</b>	<b>\$86,900</b>	<b>\$154,350</b>	<b>93</b>

## Equipment

### Standard Equipment

6 Speed Manual  
AM/FM CD  
Air Conditioning  
All Wheel  
Audible Alarm  
Dual Front & Side Air Bags/Active Seat Belts w/Auto Passenger Sensor  
Electronic Stability  
Independent  
Mirror Turn Signal  
Navigation System  
Pass Key  
Power Brakes  
Power Steering  
Power Windows  
Tilt Steering Wheel  
Voice Control Navigation

### Optional Equipment

Daytime Running Lights

### Additional Info

Drive Type: RWD  
Front Tire Size Code: 56  
Front Tire Size: 18R245  
Manufacturer Code: C116  
Manufacturer MSRP: 128000  
Market Segmentation: Luxury Sport  
Shipping Weight: 3560  
Vehicle Height: 51.9  
Wheel Base Longest - Inches: 98.6  
Wheel Base Shortest - Inches: 98.6

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## 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.