

2003 BMW M3

2dr Convertible . 6-cyl. 3246cc/333hp MFI

#1 Concours condition

\$85,200

↗ +47.4%

#2 Excellent condition

\$45,100

↗ +22.6%

#3 Good condition

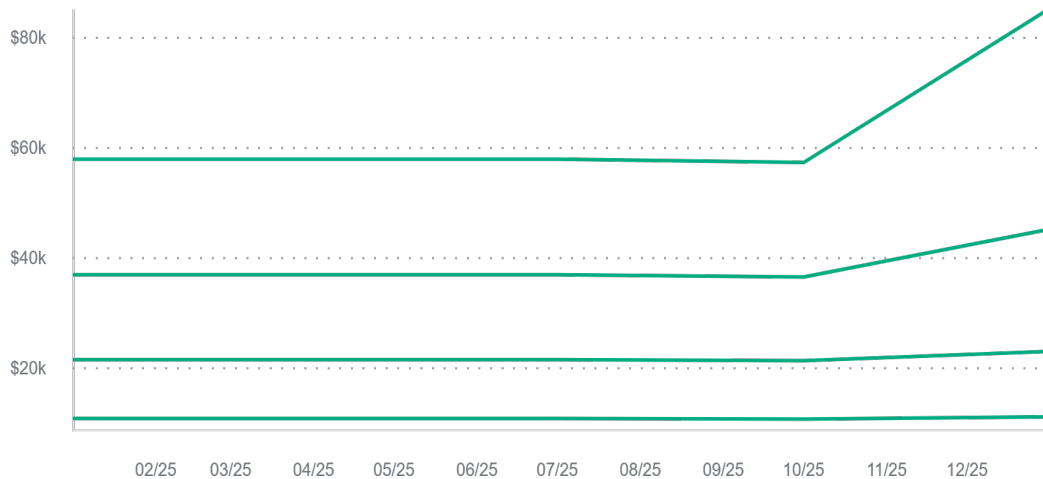
\$22,900*

↗ +7%

#4 Fair condition

\$11,000

↗ +2.8%



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

Value adjustments

+20%
for Laguna Seca
Blue.

-10%
for SMG.

Model description

The 2000-06 BMW M3, also known as the E46 M3, is arguably BMW's last analog "Ultimate Driving Machine," while its clean proportions and understated styling make it one of the best-looking cars of the decade. The automotive press and enthusiasts alike gushed about it when it was new and years later it is still a highly impressive car. It's no wonder, then, that it has become a highly sought after modern collectible, just like the E30 (1986-91) M3 that came before it.

Although BMW introduced the E46-generation 3-Series for 1998, it took another couple of years for the M3 to debut, and upon introduction in the US it carried an MSRP of \$45,400 for the coupe and \$53,400 for the convertible.

The M3's S54 twin-cam straight-six features six individual throttle bodies, drive-by-wire, and BMW's VANOS variable valve timing system. With 333hp on tap, an E46 M3 is good for 0-60 mph in 5.1 seconds and a 13.1-second quarter-mile at 107 mph. Top speed is electronically limited to 155 mph, although eliminating engine controls could put 170 mph in reach. <i>Car & Driver</i> reported that the M3 pulled .87g on the skidpad and took 161 feet from 70 mph to a standstill.

*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.

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.