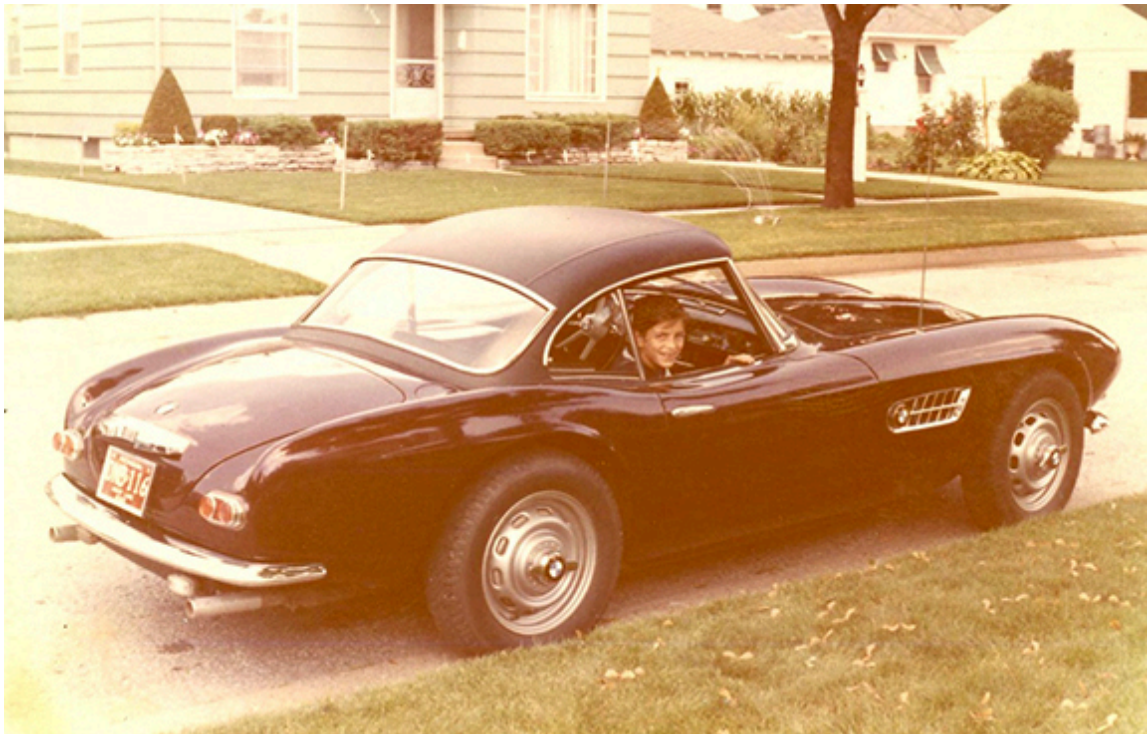


1958 BMW 507



1958 BMW 507



This was one of Carl's favorite cars and he remembers it fondly: *"Detachable hardtop, Rudge knock off wheels, that beautiful body, what's not to like?"* There's a photo of the 507 that Carl owned, along with Ferrari 375MM number 0490 GT outside Carl's house together with his 1949 coach built Rolls Royce drop head and his Excalibur, so presumably his ownership was in 1972.

"I bought this 507 from a guy in Dearborn, Michigan. I had a green Excalibur and, just as I was entering the freeway, a BMW 507 overtook me. I accelerated until I was alongside and shouted across to the kid who was driving it "507!" 'Yeah' he shouted back. 'It's for sale.' 'Pull over' I shouted. He did. For sale by owner, he told me, it's got an extra engine, gearbox and parts with it. 'How much?' I asked. \$6k was the answer and I gave him my card and told him that I was interested. I waited 2 months and finally got it for \$6k. I drove up to Dearborn with my boys and a trailer and we loaded everything up. After a year, I sold it. Of course, I had to sell it to buy the next car that I wanted."



I've noticed that Carl makes a beeline for a 507 whenever it shows up at a local car show!

The 1954-59 BMW 507 was that company's attempt to emulate their pre-war 328 sportscar and it can be argued that they succeeded. Unfortunately, the car cost so much to make that BMW lost money on every single one of the 252 cars built and sold to America.

The car was the result of Mercedes and Jaguar importer, Max Hoffman of New York, persuading the BMW board that if they could produce a car midway in pricing between the 1954/5 Mercedes 300SL Gullwing and the cheaper Triumph and MG sports cars that he sold, he could sell them.

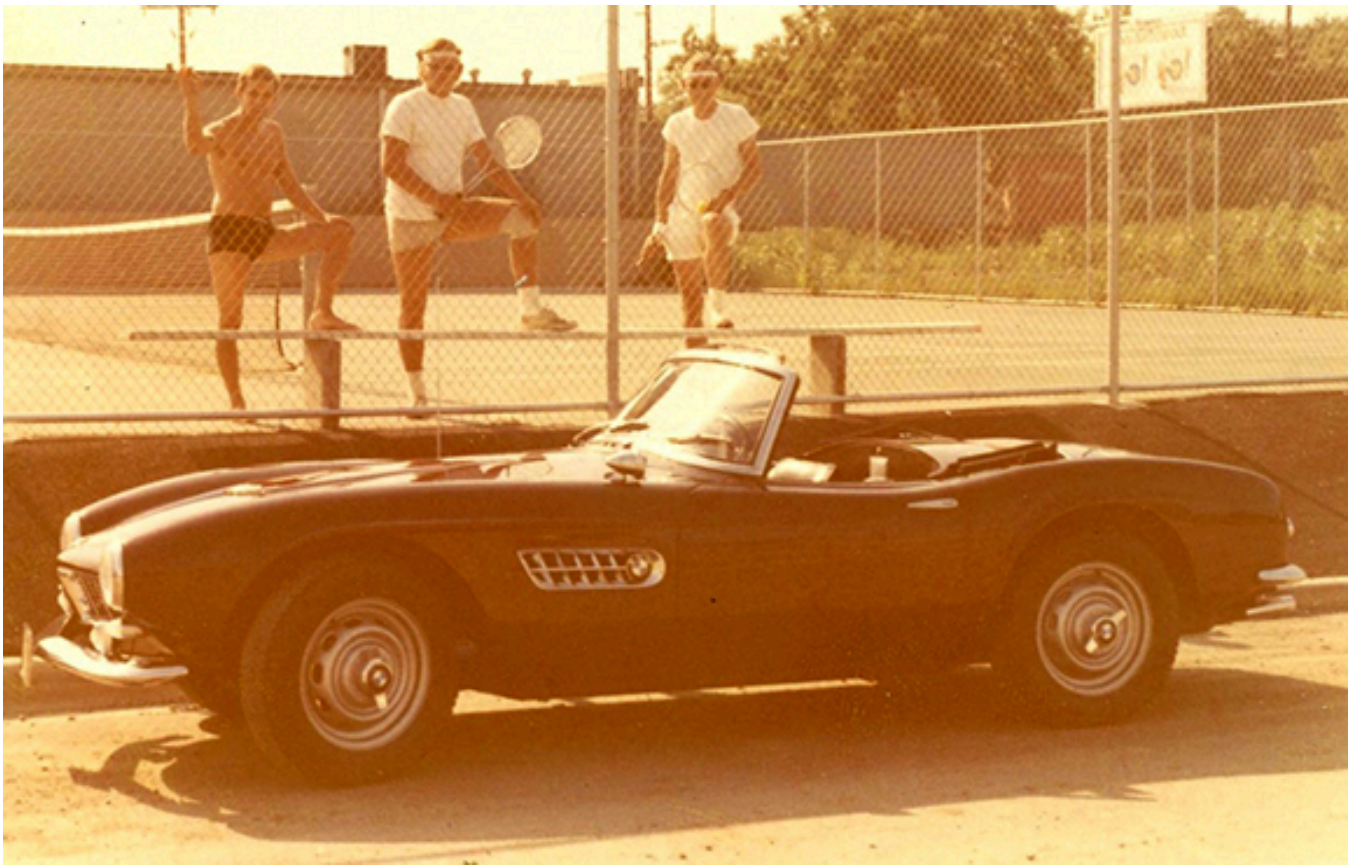


Typically, BMW came up with a beautiful, Albrecht von Goertz-designed body and an excellent aluminum 3.1-liter V8 engine for their new sportscar. Zero to 62mph came up in just over 11 seconds and top speed bettered 120 mph. The body was in aluminum too and every car was slightly different to the next, even the hardtops would only fit the specific car that they were built for!

The price in America for these little gems was initially \$9,000 and later \$10,500, a far cry from the \$5,000 that Hoffman had hoped they could be sold for. Some notable stars owned 507s, including Elvis Presley and Ursula Andress (she had the second one that Elvis bought). Oh, and John Surtees still has the 507 given to him by Count Agusta for winning the 1956 500cc World Motorcycle Championship on an M.V. Agusta.



Prices of the 507 have rocketed in recent years, reaching \$2.4m by 2014.





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