



INVESTOR CLASSICS

THE MOST EXCITING MODERN CLASSICS

INTRODUCTION

The e39 M5, first produced in 1998, was the first M5 to use a V8 engine (the S62), with variable valve timing (VANOS), resulting in a power output of 400 PS. It is also the first M5 to use aluminium front suspension components and a multi-link rear suspension. Production totaled 20,482 cars from 1999 to 2003.

The official performance figures are a 0–60mph acceleration time of 4.8 seconds and an electronically limited top speed of 155 mph. In testing, an unrestricted M5 reached a top speed in excess of 186 mph. The E39 M5 recorded a Nurburgring lap time of 8:20. The M5 received a facelift in 2001. Changes included halogen "corona rings" in the headlights, LED tail-lights and various interior upgrades. The mechanical specification was unchanged.

The transmission is the Getrag 420G six-speed manual, with an uprated clutch to handle the torque, and a short-ratio 3.15:1 limited-slip differential. Suspension is aluminium-intensive MacPherson struts up front, and multi-link suspension at the rear.

THIS VEHICLE

This vehicle is a 2001 BMW e39 M5 with the post-2001 facelift

Colour: Carbon black (carbonschwartz metallic) - paint code 416 (very deep, almost black, midnight blue)

Chassis Number: XXXX

Registration: XXXX

Mileage: 83,000

Owners: 1 owner from new

Insert VIN photo





THE OWNER

XXXX is a successful investment banker who lives in an affluent area of Edinburgh with his family.

I met Cameron at his home and verified his driving license as ID, which matches the documentation for the vehicle.

He has owned this car from new, and I have inspected the purchase invoice from Park Lane BMW in London for a price of £55,000 in 2001 (£93,000 today with inflation).

Cameron is selling the car in question as he has two other vehicles and two sons who are starting to drive (which the M5 is not fit for purpose for due to its power).

He believes now is the right time for the car to be restored and cherished by another owner for perhaps another 20 years.

Park Lane Limited
A Subsidiary of
BMW GB Limited

Park Lane Limited

NEW VEHICLE ORDER

764274
Page 1 of 2
23/03/2001
D022593

Manufacturer: [Redacted]
Model: M5 Saloon S62 5.0
Est. delivery date: [Redacted]
Order number: [Redacted]

Colour: Carbon Black
Trim: Black Nappa Heritage Leat
Chassis number: [Redacted]
Stock number: 0
Salesperson: Simon Davy

For the supply of the following:-

VEHICLE PRICE	Net	VAT	Total	V
M5 Saloon S62 5.0	43702.13	7647.87	51350.00	A
OPTIONS				
416 Carbon Black	0.00	0.00		A
M3SW Black Nappa Heritage Leat	1127.66	197.34		A
403 Elec Tilt + Sid Gla SRoof	76.60	13.40		A
416 Elec Rear & Man Sde Blind	331.91	58.09		A
465 Through Load System	212.77	37.23		A
Total Options	1748.94	306.06	2055.00	
Sub-Total Vehicle Price	45451.07	7953.93	53405.00	
ACCESSORIES				
24 Hour Tracker	369.36	64.64		A
Total Accessories	369.36	64.64	434.00	
OTHER ITEMS				
On The Road Pack	400.00	70.00		A
First Registration Fee	25.00	0.00		E
Road Fund Licence	155.00	0.00		E
Full Tank of Fuel	48.00	8.40		A
Total Other Items	628.00	78.40	706.40	
Total	46448.43	8096.97	54545.40	

C/fwd total 54545.40

Address: 70 Park Lane, London, W1K 7TJ
Telephone: 0203 7438 3355
Fax: 0203 7318 8317
Email: info@parklanedemon.co.uk
www.parklanedemon.co.uk
VAT Reg. No. 984 4218 13
Registered in England No. 1509304

Customer Copy





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COSMETIC

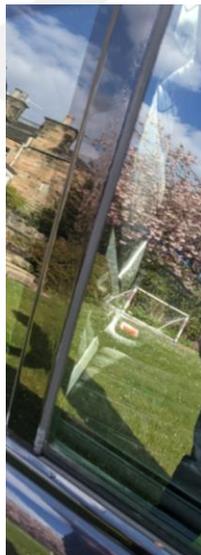
The vehicle is showing signs of its age but can be restored to a new condition. All panels need restoration work, with dings, scratches and tired paint. There is a crack to the front bumper, broken undertray, and chip to the rear spoiler. A full respray of the car is needed. Badges will need to be replaced on the bonnet and the wheels as they are getting old. There is bubbling to the B pillar trim, which is common. Wheels have been restored. There are no signs of rust except for tailgate and inside petrol cap area. We believe the tail pipe can be polished to new.





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INTERIOR

The interior of the vehicle is in good condition, with black nappa Heritage leather, which is a rare and desirable seat specification that is ribbed with stitching.

The interior needs to be restored with Colourlock leather restoration products as it needs to be restored with moisture and colour. However, the seats are all structurally in great condition with no rips, tears, scuffs or bolster wear.

The cap for the gearknob is missing, and the rear sun blinds have suffered 'child damage' 15 years ago so will need replacing.

The rear view mirror needs to be replaced and the pixels on the dash could be repaired. Overall, the interior is in good condition.





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MECHANICAL

The vehicle is presented in good mechanical order. The maintenance has been upheld to a high standard. All invoices that would be expected at this age are present, indicating that the car has been maintained correctly with wearing parts seen to as required.

We inspected the vehicle initially at the seller's home, then at our own garage for a detailed inspection of the mechanical parts and vehicle underside.

Wheels and tyres

The wheels have been restored this year, but centre caps will need replaced. The tyres are all good brands, and have plenty of tread, but due to the very low mileage and use, they have been fitted some time ago and are all cracked. The vehicle will therefor need 4 new tyres.





Engine Bay

The engine bay looks clean and tidy. The only issue observed was water ingress from either condensation, leaking washer seals or leaking washer jets. This has caused mould to form on the heat proofing, which can be cleaned when the root cause is fixed.



These cars can suffer from the following engine faults:

1. VANOS – The variable valve timing system can fail causing sluggish driving and a 'diesel' sound. This was observed as not present indicating that at the moment there are no issues with the VANOS system
2. Timing chain guides – The timing chains are bullet proof, but the guides are plastic and can wear. Again, noise can be expected if they are worn. No sound was observed which is good
3. Bottom end bearing wear – These engines can fail at the bottom-end due to bearing wear caused by poor maintenance and careless driving with a cold engine. The problem is diagnosed through a knocking at idle (when not under load). No noise was observed, which is good.

Whilst we advise that these problems are not currently displaying symptoms, this is a classic car and these faults could occur at any time without notice. This inspection is in no way intended as a guarantee against defects as they are unpredictable in nature.





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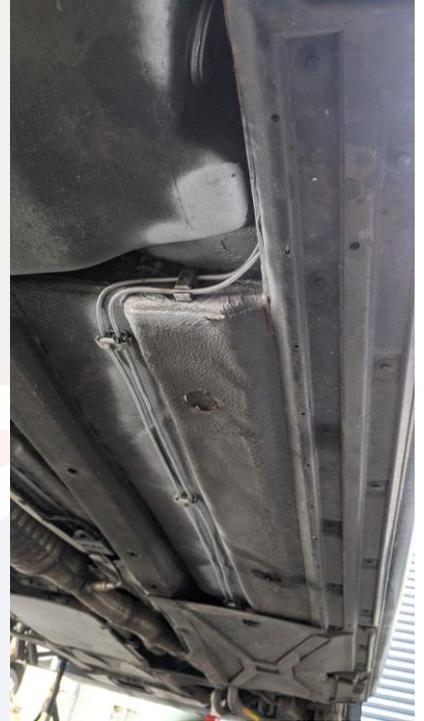
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Underbody

The underbody of the vehicle is very clean and tidy. There are no obvious signs of rust to the sills or floor, which is good to see. The car is in good condition.

Two components need to be replaced.

The fuel breather pipe in photo 1 (closest to sill) is corroded. The underbody rear chassis brace is also excessively corroded. Everything else looks in good condition.

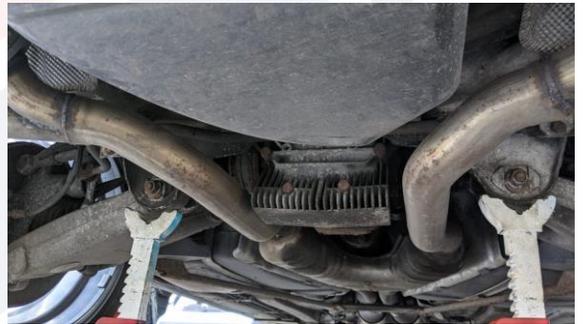
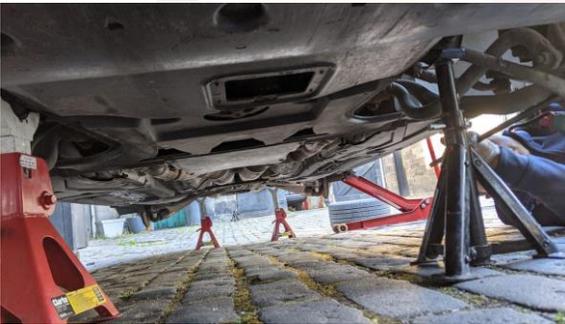




Underbody

The front end of the car has 3 plastic undertrays . Two of these are damaged and could be replaced. This is common in Edinburgh, where there are lots of cobbled streets with sharp hills with speed humps.

The back exhaust system looks in good condition. The mild steel exhaust manifold is showing some early stages of corrosion. It does not need to be replaced in the near future but may need to be replaced in coming years.





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Brakes

All four disc brakes are scored and we advise changing them.

BMW floating vented discs are very expensive, so we have quoted for excellent aftermarket drilled performance upgrades that are a fraction of the price but offer better stopping power.

Please let us know if you would like us to price original components.





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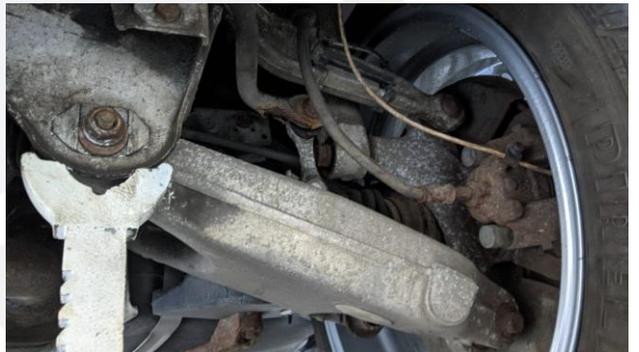
Suspension

There is excessive play in the NS rear wheel, traced to a worn upper suspension bushing. This may or may not be caused by the NS rear shock absorber having reduced effectiveness due to loss of oil.

There was also some slight play in the front lower suspension bushings.

We recommend all three are changed, with the optional work of changing all bushings and shocks. This would completely transform the car.

All suspension components have surface corrosion. Whilst this looks unpleasant it is common on cars even half this age and should not put you off. If you are opting to change all of the bushings, we would recommend that whilst components are stripped from the vehicle, you have these shot blasted and powder coated where applicable. This would protect them for years to come.



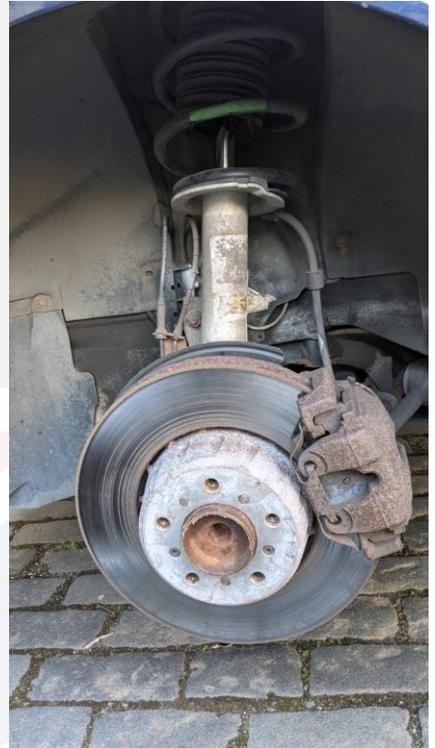


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Suspension

The NS rear shock absorber has a misting of oil present that suggests a loss of pressure and effectiveness, however this will be slight. It may have caused the premature wear of the suspension bushing that has play in it. Replacement is not essential. If you opt for replacement, this will again transform the car and make it laser sharp. We recommend uprated Bilstein dampers which are the same price as BMW. We always fit Bilstein.





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Driving

I drove the car on a mix of residential streets with speed humps, dual carriageways in traffic, and fast flowing motorway type roads (Edinburgh Bypass).

I worked the car through all gears from cold to warm, testing the torque of the engine at a range of speeds.

When hot, I opened the throttle up to experience the full power through first, second and third gears, taking the car up to speed.

The engine pulled strongly at all times, surprising me with the torque and ease at which it picked up at any speed, being deceptively fast for a car of this age and weight.

There were no signs of trouble from the engine or drivetrain. The engine was smooth and silky at all times, pulling strong in every gear.

When pulling away in 1st gear at a fast set of lights, the limited slip differential locked as it should, spinning the rear wheels until the throttle was eased. With the car raised in the air, we tested the differential which had minimal backlash, which is good.

The only slight issue experienced when driving was a barely discernible crabbing under load from the rear. This was experienced as a 'vagueness' rather than laser sharp crisp feeling at speed, with a slight shifting of centre of gravity that came from the NS rear.

This corroborated the play found in the NS rear suspension components that will be solved through the replacement of a bushing.

There was oil misting from the NS rear damper too, which may or may not be the root cause of the wear in the bushing. Decreased damping in one corner would cause additional load to the suspension bushing, creating premature wear.

We would advise changing all bushes and dampers if budget could afford, however changing just the worn bushings will be enough for roadworthiness.



Previous MOT History

We have accessed the government MOT system to check the history of the vehicle.

Our findings are backed up by previous MOTs that show that rear shock absorbers and discs, pads and some sensors all round need to be replaced.

There are no advisories for rust or major defects indicated in the safety checks. These are always a good indicator of a vehicle's condition.

Y616YYX

BMW M5

[Check another vehicle](#)

Colour
Black

Fuel type
Petrol

Date registered
4 May 2001

MOT valid until

24 September 2021

[Get an MOT reminder](#) by email or text.

If you think the MOT expiry date or any of the vehicle details are wrong, [contact DVSA](#).

[Open All](#)

MOT history

Check mileage recorded at test, MOT expiry date, defects and advisories, and view test certificate

Date tested
25 September 2020

PASS

[View test certificate](#)

Mileage
82,782 miles

Test location

[View test location](#)

MOT test number
9006 1995 5732

Expiry date
24 September 2021

Monitor and repair if necessary (advisories):

- Non obligatory mirror damaged interior (j)
- Nearside Rear Shock absorbers light misting of oil or has limited damping effect (5.3.2 (b))
- Front Brake disc worn, pitted or scored, but not seriously weakened corroded on inner faces (1.1.14 (a) (i))
- Front Service brake fluctuating, but not excessively (1.2.1 (e))

[What are advisories?](#)

Date tested
25 September 2020

FAIL

[View test certificate](#)

Mileage
82,782 miles

Test location

[View test location](#)

MOT test number
8605 4158 6221

Repair immediately (major defects):

- Nearside Front Brake pipe excessively corroded (1.1.11 (c))
- Offside Front Brake pipe excessively corroded (1.1.11 (c))
- Nearside Brake pipe excessively corroded front to rear at floor (1.1.11 (c))
- Offside Brake pipe excessively corroded front to rear at floor (1.1.11 (c))

Monitor and repair if necessary (advisories):

- Non obligatory mirror damaged interior (j)
- Nearside Rear Shock absorbers light misting of oil or has limited damping effect (5.3.2 (b))
- Front Brake disc worn, pitted or scored, but not seriously weakened corroded on inner faces (1.1.14 (a) (i))
- Front Service brake fluctuating, but not excessively (1.2.1 (e))

[What are defects and advisories?](#)

Date tested
19 April 2019

PASS

[View test certificate](#)

Mileage
82,117 miles

Test location

[View test location](#)

MOT test number
1915 5036 7296

Expiry date
2 November 2020

Monitor and repair if necessary (advisories):

- Brake pipe corroded, covered in grease or other material both front to rear at clips (1.1.11 (c))
- stonechip in front windscreen
- Offside Rear handbrake reading slightly low than nearside advise rear brake check
- Nearside Front Brake disc worn, pitted or scored, but not seriously weakened (1.1.14 (a) (i))
- Offside Front Brake disc worn, pitted or scored, but not seriously weakened (1.1.14 (a) (i))

[What are advisories?](#)



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HISTORY

The car has a good level of history and documentation that accompanies the vehicle.

The original purchase invoice is present in the owner's name.

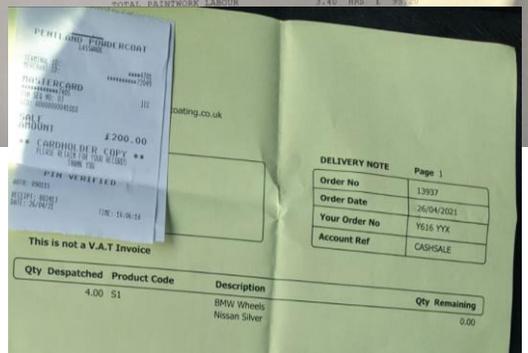
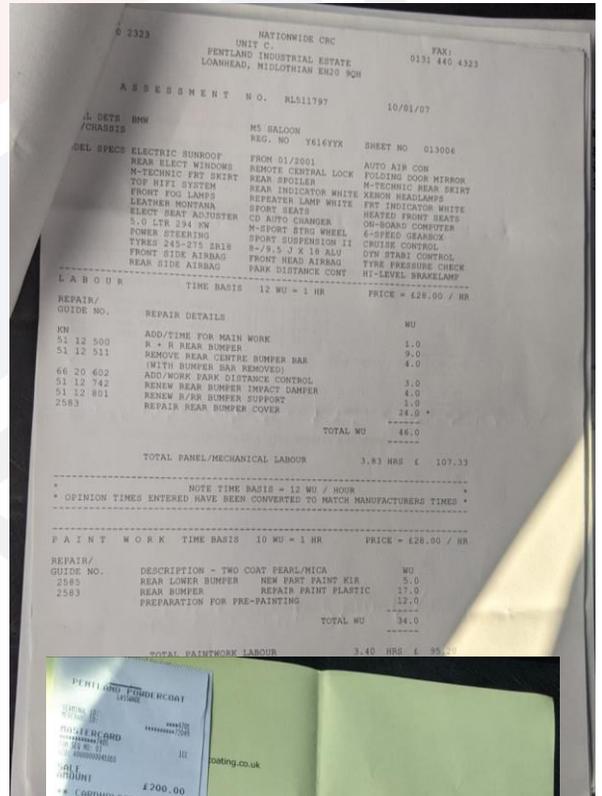
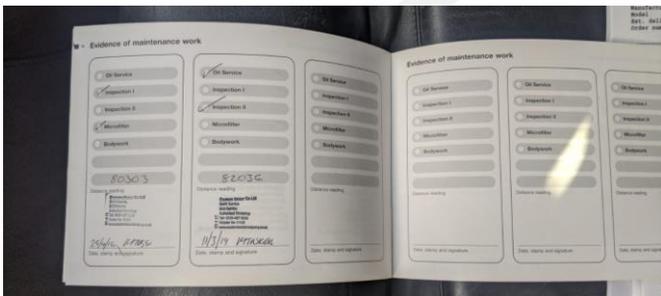
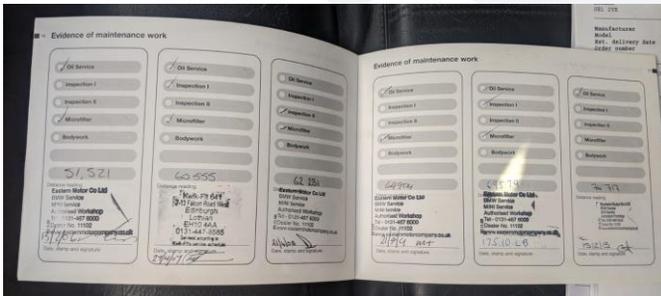
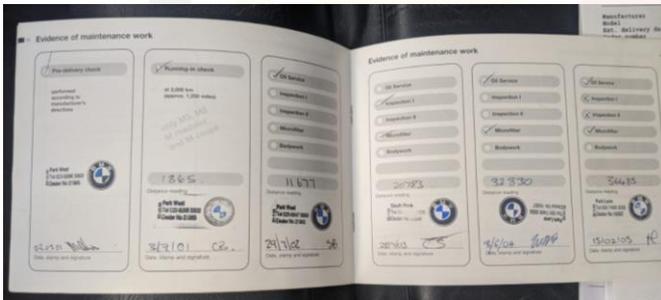
Full copies of all history have been forwarded to the prospective buyer via Whatsapp.

Most impressively, all service stamps are from BMW except for one oil service in 2007.

The only thing of note in the history file is a minor rear bumper repair in 2007 by Nationwide. This was as a result of damage caused by a bike rack.

All other paperwork and history forwarded to the buyer shows a great deal of maintenance and upkeep of all service items as would be expected. These include all of the expected invoices for brakes, cooling, clutch, seals, fuel and brake pipes, suspension bushes and auxiliary drive belts as one should expect to replace.

In addition to this, the wheels were restored this year and they are to a good standard. Only the centre caps need replacing.





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CONCLUSION & VALUATION

It is of my opinion that this car represents good value for money, however investment is required to bring the car back to exceptional condition.

The fact that this car is only 1 owner from new, and has been cherished for 20 years, with an audit trail of 83,000 miles (4,150 miles per year), is very rare.

The car has an extensive history file and is owned by a genuine enthusiast who is respectable and has driven the car with care.

I would value the car in its present condition as £22,000.

I would expect the car to be valued at £32-35,000 following restoration based on the current market, the specification of colour/seats, and the single owner history.

The owner is selling due to the need to release space in his collection at short notice, and is not selling for financial need.

A value of around £35,000 for insurance purposes is recommended following restoration in light of the investment you wish to make.



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General Maintenance and Servicing

There are various components on the car that detract from its value, that whilst are in good working order, could be restored to provide a fantastic overall finish.

An example is the windscreen wipers that can be replaced or painted to bring them back to new.

With respect to servicing, the car is due a service, and we recommend that it is kept with BMW Main Dealer servicing to keep the service booklet with an almost complete set of full BMW Main Dealer Service History.

BMW now offer a fixed price 'Value Service' for older vehicles, and the rates for these are in line with ours, so we recommend that we take it to BMW for you to service. Whilst we provide excellent servicing, we would rather preserve the service history of the car.

We believe the current pricing of a Value Service is circa £319 for an Inspection 1 and £539 for an Inspection 2.

Whilst we have not observed any rust in the chassis of the vehicle, please note that not all trim and panelling can be removed during an inspection, and as such we cannot guarantee that the vehicle does not have any corrosion hidden away, however this is unlikely from the inspection undertaken.

We also cannot guarantee that the mechanical components will not develop a failure in the near future, such is the unpredictability of classic cars.

As a result, we always recommend customers keep a fund of approximately £2,000 per annum for general maintenance over and above regular servicing. This fund can build if no works are undertaken in any given year, providing peace of mind.



Restoration Estimate – Essential Works

Essential works are defined as either safety critical for roadworthiness, or in the case of the bulk of these items essential for the increase in value of the vehicle. Without doing these items, the top estimate of valuation (£32-35k) is not possible.

Item	Part cost	Labour hours	Labour rate	Labour cost	Total
Remove front screen	£50.00			£0.00	£50.00
Remove rear screen	£50.00			£0.00	£50.00
Remove seals and trim		4	85	£340.00	£340.00
Strip back panels, repair where necessary, prep, paint and polish:					
Front bumper - including repair of crack		5	85	£425.00	£425.00
Bonnet		3.5	85	£297.50	£297.50
A pillars		2	85	£170.00	£170.00
B pillar piano black finish		4	85	£340.00	£340.00
NS front wing		3.5	85	£297.50	£297.50
NS front door		3.5	85	£297.50	£297.50
NS sill		2	85	£170.00	£170.00
NS rear door		3.5	85	£297.50	£297.50
NS rear wing		3.5	85	£297.50	£297.50
Tail gate		4	85	£340.00	£340.00
Rear bumper		3.5	85	£297.50	£297.50
OS front wing		3.5	85	£297.50	£297.50
OS front door		3.5	85	£297.50	£297.50
OS sill		2	85	£170.00	£170.00
OS rear door		3.5	85	£297.50	£297.50
OS rear wing		3.5	85	£297.50	£297.50
Roof		3.5	85	£297.50	£297.50
Door handles		1	85	£85.00	£85.00
Petrol cap		1	85	£85.00	£85.00
Wing mirrors		1	85	£85.00	£85.00
Rear slam panel		2	85	£170.00	£170.00
Transport to and from paint workshop	£100.00			£0.00	£100.00
Replace front screen	£50.00			£0.00	£50.00
Replace rear screen	£50.00			£0.00	£50.00
Replace seals and trim		4	85	£340.00	£340.00
Final paint quality inspection & polish		0	85	£0.00	£0.00
2 x Michelin Pilot Sport 4 rear tyres	£336.00	0	85	£0.00	£336.00
2 x Michelin Pilot Sport 4 front tyres	£226.00	0	85	£0.00	£226.00
Tyre fitting		1	85	£85.00	£85.00
1x Genuine 82mm BMW hood badge	£42.49	0.25	85	£21.25	£63.74
Genuine M5 illuminated 6-speed gearknob	£171.00	1	85	£85.00	£256.00
Rear quarter sun shades	£120.00	1	85	£85.00	£205.00
Genuine BMW auto-dimming rearview mirror	£180.00	0.5	85	£42.50	£222.50
Clean engine bay heat shielding of mould		0.5	85	£42.50	£42.50
Identify and repair water leak from washer jet area	£50.00	1	85	£85.00	£135.00
Polish exhaust pipes		1	85	£85.00	£85.00
Front drilled discs	£129.99	2	85	£170.00	£299.99
EBC Green Stuff front pads	£98.09	0	85	£0.00	£98.09
Front brake pad wear sensors	£17.76	0	85	£0.00	£17.76
Rear drilled discs	£120.00	2	85	£170.00	£290.00
EBC Green Stuff rear pads	£75.00	0	85	£0.00	£75.00
Rear brake pad wear sensors	£17.76	0	85	£0.00	£17.76
Full service (inspection 1) at main dealer	£319.00	0	85	£0.00	£319.00
Replace fuel breather pipe	£30.00	2	85	£170.00	£200.00
Replace underbody chassis brace	£150.00	1	85	£85.00	£235.00
Replace worn front suspension bushes	£80.00	2	85	£170.00	£250.00
Replace worn rear suspension bushes	£120.00	2	85	£170.00	£290.00
Total	£2,203.09			£6,863.75	£10,041.84



Restoration Estimate – Optional Works

Optional works are defined as nice to have, and will assist in the attainment of the highest valuation banding, alongside preserving the vehicle for years to come. Please note that you should also budget for savings should there be any unforeseen mechanical failure in the future, for example, VANOS repair or bottom end engine rebuild.

We recommend always that a maintenance fund is established for any classic car, in the region of £2,000 per year.

Item	Part cost	Labour hours	Labour rate	Labour cost	Total
New Genuine rear boot lip spoiler	£124.00	0.5	85	£42.50	£166.50
Genuine BMW auto-dimming rearview mirror	£180.00	0.5	85	£42.50	£222.50
Repair of pixels on instrument display	£120.00	2	85	£170.00	£290.00
Colourlock restoration of interior leather	£100.00	4	85	£340.00	£440.00
2 x front undertrays	£140.00	0.5	85	£42.50	£182.50
4x Hamaton OE-R Programmed tyre pressure sensors	£132.80	1	85	£85.00	£217.80
Possibility of a new tyre pressure sensor control unit	£115.00	1	85	£85.00	£200.00
Replace remaining front suspension bushes	£101.98	3	85	£255.00	£356.98
Replace remaining rear suspension bushes	£756.00	4	85	£340.00	£1,096.00
4x Bilstein shock absorbers	£680.00	4	85	£340.00	£1,020.00
Shot blast and powder coat suspension components	£200.00	4	85	£340.00	£540.00
Total	£911.80			£807.50	£4,732.28