

EBERHARD THIESEN



AUTOMOBILE RARITÄTEN SEIT 1972



1958 – BMW 507 Series II

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1958 – BMW 507 Series II



- Vehicle in good condition for restoration and technical overhaul
- “Matching Numbers” engine
- The original paintwork was silver-blue metallic, only 15 of which were delivered ex works.
- BMW Classic certificate of delivery available
- Original hard-top
- Participated in the Mille Miglia in 2008; eligible to participate in many top events



This Automobile

This BMW 507 is one of 218 Series II models of a total of only 252 507s produced. A certificate from BMW Classic is available confirming the original delivery condition. According to this, the roadster was completed at the factory on February 14, 1958. It was delivered to BMW dealer Wolfgang Denzel in Vienna, Austria, on March 23, 1958. The color scheme of the delivery was silver-blue metallic – a rare paint job that was only delivered 15 times ex works. Included in the delivery was an optional coupé roof, which is still present today. According to the BMW certificate, the engine is the original unit.

This particular car came back to Germany from Spain in 2013 after being owned there for around 40 years. In 2008, the 507 took part in the historic Mille Miglia.



This example with its present delivery specification offers a rare opportunity. The car has not been moved for a few years and should be technically inspected. The engine runs beautifully. It is recommended that the vehicle be repainted in its original colour of light blue metallic. A bare metal respray would require some minor bodywork.

The car has a rust-free underbody. The wheel arches also have no corrosion damage. Hence, the car should be ice-blasted from below to remove the old underbody protection.



The BMW 507 is rightly considered one of the most beautiful sports cars in the world. In restored or excellent original condition, a 507 can be presented at any classic car rally or international concours event and enjoyed behind the wheel. It is a welcome guest everywhere and the enthusiasm of participants and spectators is always guaranteed. Furthermore, compared to other high-caliber classics of its time, the BMW 507 is a relatively uncomplicated automobile that is easy to handle and a pleasure to drive.





Model History

In 1954, Max Hoffman, the general importer for German premium brands in the USA and the initiator of vehicles such as the road version of the Mercedes 300 SL and the Porsche 356 Speedster, approached BMW's development department in Munich. He saw a gap in the model range of BMW and BMW's competitors – a sporty car, ideally a convertible, that could be positioned between the very expensive 300 SL and the British sports cars. Hoffman saw BMW's 501 and 502 sedans as an ideal platform for constructing an elegant convertible with relatively little development effort. Hoffman's idea was well received in Munich, and Fritz Fiedler was instructed to develop a chassis, with the body to be designed by Ernst Loof. However, Hoffman disliked Loof's designs and insisted that the designer Albrecht Graf von Goertz create a new design.

The result, named the 507, was presented at the International Motor Show in Frankfurt in the summer of 1955. The schedule development schedule had been so tight that only one of the two exhibition vehicles was able to drive. Series production would not start until autumn 1956. The car was based on the



shortened frame of the BMW 502 and was powered by a V8 engine with a displacement of 3.2 litres and an output of 150 hp (a 165 hp version was available as an option). The engine housing is made of aluminium, as is the handcrafted body – a well-proportioned, slim yet athletic shape with a long bonnet and large wheels.

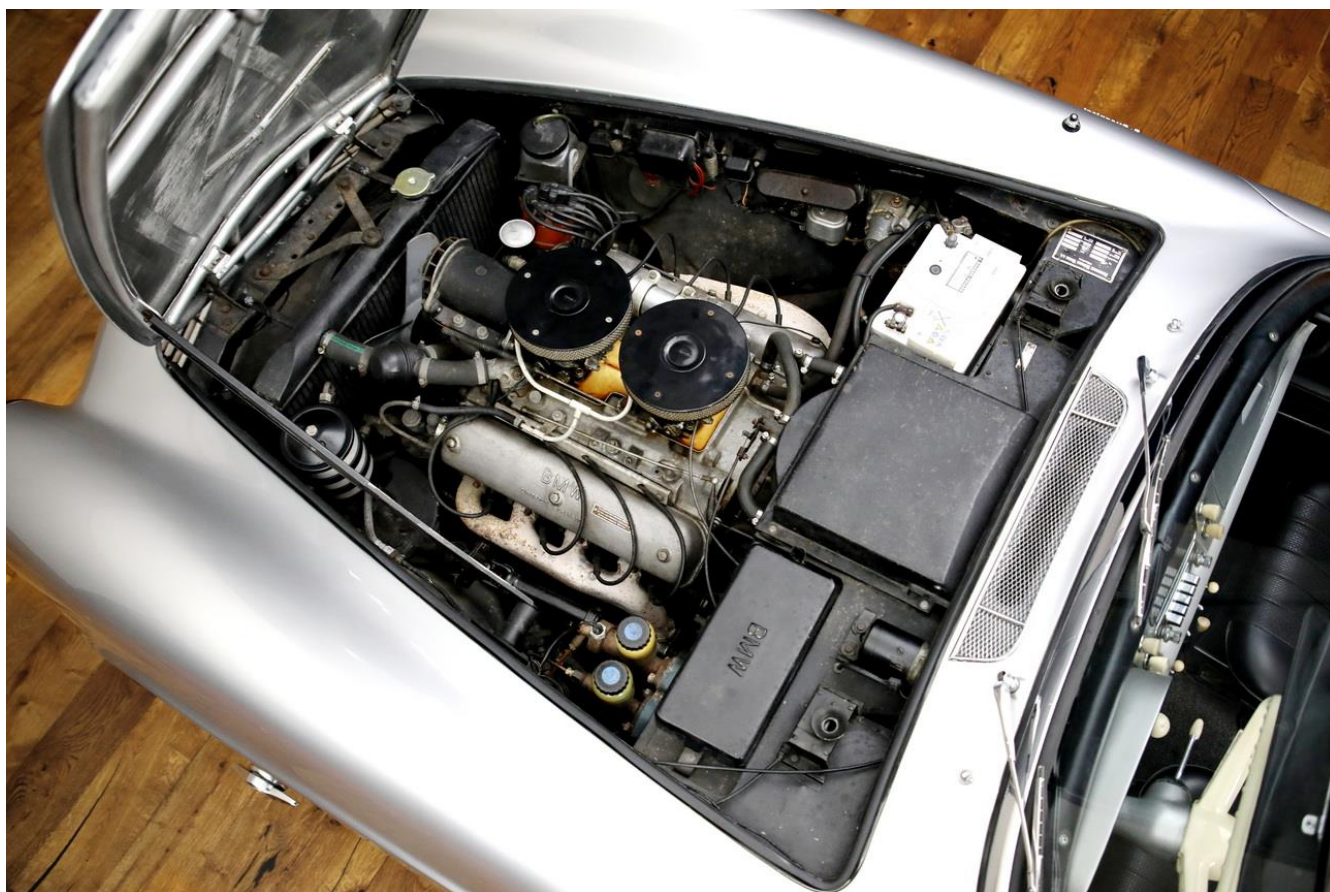
The main market for the vehicle was North America, where Hoffman believed he could sell over 1,000 units per year. However, the car was also available in Germany for 26,500 Deutschmarks. That was 5.5 times the annual salary of an average worker. The car was very popular in international high society, though, with celebrities such as Fred Astaire, John Surtees, Elvis Presley, Aga Khan, Alain Delon, Hans Stuck, Ursula Andress, Prince Rainier of Monaco, and Crown Prince Konstantin II of Greece among the elite group of owners. Count von Goertz also secured himself an example. Despite this good publicity, the car was not a commercial success for BMW, but made a loss with every unit. This was part of the difficulties that put a financial strain on BMW, requiring an investment by the Quandt family to save the company.

In total, only 252 examples of the 507 were manufactured between 1957 and 1959. Today, 220 examples are still known to exist, five of which are in BMW's own car collection. Many years later (1999), the 507 was the inspiration for the BMW Z8 – a modern interpretation of a roadster based on the classic model. The fact that the 507 was not a real success in its day pays off today, with the small number of units built making the BMW 507 all the more valuable and sought-after. With its combination of high exclusivity, elegant yet sporty design and high driving potential, it is a German automotive icon from BMW.



Data & Facts

Year of production	1958
Quantity	A total of 252 units (1957 to 1959), of which 218 were in Series II
Colour scheme	silver metallic with black leather interior, black soft top
Mileage (reading)	58,660 km
Engine	Eight-cylinder V-engine, water-cooled, duplex chain, central camshaft, two twin-choke downdraft carburetors Zenith 32 NDIX
Displacement/power	3,168 cc, approx. 150 hp at 5,000 rpm (factory specification)
Gearbox	manual, 4-speed, centre-mounted gear lever
Brakes	Servo-assisted front and rear drum brakes
Empty weight	approx. 1,330 kg
Top-speed	approx. 200 km/h
Equipment	original hardtop (coupé roof)
Documents	BMW Classic Certificate of Authenticity, old Spanish registration







Appendix

Location	Germany	
Price	on request (VAT not to be shown)	
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