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**1998 BMW M3 M3 Edition 2dr Coupe Special Editions,**

81,000 miles, Imola Red. EVO GT2. This car is my pride and joy, with no expense spared. The GT2 was made to commemorate the end of the E36 model. There were only 50 made and all GT2 M3's come with high spec consisting of half leather and alcantara, electric seats, Harmon Kardon 8 speaker stereo. This car has a Pioneer DAB stereo with 6 disc changer, on the original purchase invoice this cost £1800. They also all had 4 electric windows, electric sunroof and mine came with the addition of rear parking distance control. This car is in very good clean condition with no scratches or dents, there are however a few stone chips on the front of the car which in my experience with E36's is common. Regarding the paint work, I only use Zymol cleaning products and Zymol carbon wax, there fore the colour has it's original depth and is as good as new. The interior is in very good condition with no marks or cuts in the leather. I've owned this vehicle for just over 13 months and have spent thousands on it. It's given me so much fun and pleasure driving it. Some minor modifications have been carried out incl a full system stainless steel exhaust, eibach springs, induction system and ECU re-map. As you can see from the pictures she also has a set of genuine AC Schnitzer 19 inch alloys with good tyres all round. The car handles and drives like new and sounds amazing. £12,495. .

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Buyers Checklist

**VIN PLATE** - DOES IT LOOK LIKE ITS BEEN TAMPERED WITH? If so, take care. Your car could have had its identity changed. Cross check all numbers with the logbook too.

**ODOMETER** usually electronic these days but easy to tamper with so history check essential

**FUNCTIONS** Make sure everything works as it should. Especially electronic components. Climate Control systems, especially, are prone to glitches and cost a fortune to replace.

**TRANSMISSION** In manuals are all the changes easy? In autos check for excessive slurring or banging on changes.

**BODY PANELS** Watch for parking dings and scrapes - they are expensive to fix. Take care with shabby crash repairs too.

**ENGINE** Are there any unusual noises? Listen when the car is started from cold and when warmed through.

**LEAKS** look under the car when it is stationary for any signs of leaking. Oil or power steering and brake fluid are the usual culprit.

**BELT** Listen out for squeaking on cold starts. It could mean that the fan or auxiliary belts need replacing or tightening.

**EXHAUST** Look at the smoke coming out, especially when cold. Excessive fumes or blue smoke spells trouble.