

HAGERTY VEHICLE VALUATION REPORT

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1959 BMW 507

2dr Roadster 8-cyl. 3168cc/150hp 2x2bbl

\$2,000,000 Avg Value*

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Hagerty Valuation Tools® uses vehicle values from our own independently published [Hagerty Price Guide](#), a respected and definitive resource for post-war cars and trucks. To determine this value, Hagerty analyzes sources including auctions, dealer sales and peer-to-peer sales. We also note condition, history, optional equipment, quality of restoration, degree of documentation, and sales venue, just to name a few.

Also incorporated into vehicle values are inventory, demand, recent trends of similar vehicles, movement within related market segments, and general directions of the vehicle market overall.

This report is an up-to-date and accurate representation of data currently available for the vehicle(s) requested.

**Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty Insurance 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 Hagerty Insurance policy, please call us at 877-922-9701.*

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MODEL OVERVIEW

The BMW 507 was the brainchild of American Max Hoffman, then the East Coast importer of European sports and luxury cars. Hoffman believed the roadster could slot in nicely between the relatively inexpensive Triumphs and MGs coming out of England, and the exclusive Mercedes 300SL.

A far cry from the motorcycle-engined Isetta, the 507 was based on the 502 sedan chassis and mechanicals, and it took its shape from designer Albrecht Goertz. Power came from a 3.2-liter, aluminum alloy V8. The overhead valve, pushrod unit breathed through a pair of Solex carbs, produced 155 horsepower, and was mated to a ZF four-speed manual transmission. Top speed was rated at just over 120 mph.

All 507s were roadsters, though BMW offered an optional removable steel hard top. Even without the hard top in place, the 507 tipped the scales at 2,900 pounds, so its svelte looks belied its heft.

BMW at the time was still a small manufacturer that relied on complex, hand-built designs, and while Hoffman envisioned selling the car for about \$5,000, the reality was closer to \$9,000—an astronomical sum in the mid-1950s. As a result, the planned production run of about 5,000 per year went out the window, and in the end, just 252 cars were built over three years.

The BMW 507 was praised in period for good straight-line speed, and despite its weight and Alfin drum brakes rather than discs, the front double wishbones/torsion bar and live rear axle/torsion bar suspension made it something of a nimble handler.

Girling disc brakes were offered up front in later cars, but it was too little, too late. Hoffman's dream to mass-market BMW in America would never come to fruition, though certainly the company would do alright for itself with its later run of small sports sedans.

BODY STYLES:

2dr Roadster

SPECIFICATIONS:

Curb Weight: 2935 lbs.

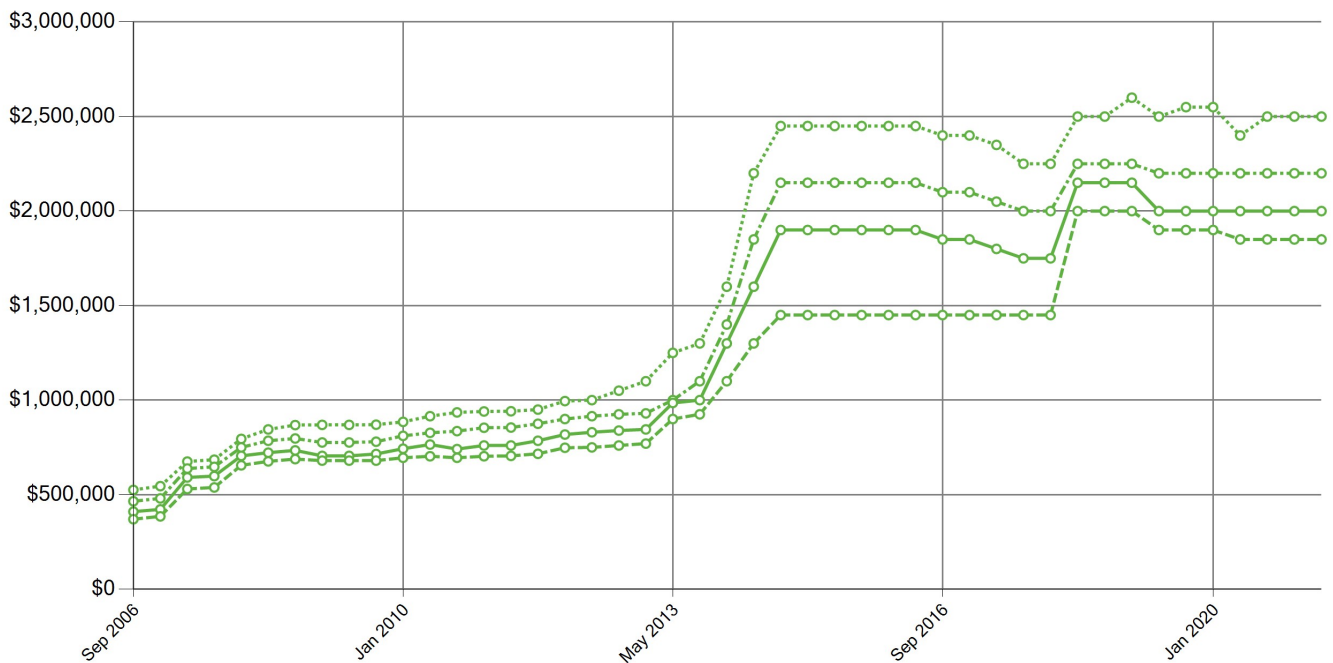
Length: 172.4 in.

Wheelbase: 97.6 in.

ENGINES:

8-cyl. 3168cc/150hp 2x2bbl

CURRENT & HISTORICAL VALUES



Prices assumes that no major modifications to the vehicle are present.

#1 Concours \$2,500,000

Condition #1 vehicles are the best in the world. The visual image is of 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. The one word description for #1 vehicles is "concours."

#2 Excellent \$2,200,000

#2 vehicles could win a local or regional show. They can 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 not seen by the general public. The paint, chrome, glass and finishes will all appear as excellent. No excessive smoke will be seen on startup, no unusual noises will emanate from the engine. The vehicle will drive as a new vehicle of its era would. The one word description for #2 vehicles is "excellent."

#3 Good \$2,000,000

#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 a fresh paint job or a new, correct interior where applicable. #3 vehicles drive and run well, but might have some incorrect parts. These vehicles are not used for daily transportation but are ready for a long tour without excuses, and the casual passerby will not find any visual flaws. "Good" is the one word description of a #3 vehicle.

#4 Fair \$1,850,000

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting or scratches, the windshield might be chipped. Paintwork is imperfect, and perhaps the body has a minor dent. Split seams or a cracked dash, where applicable, might be present. No major parts are missing, but the wheels could differ from the originals, or other non-stock additions might be present. A #4 vehicle can also be a deteriorated restoration. "Fair" is the one word that describes a #4 vehicle.

CURRENT & HISTORICAL VALUES

Date	Fair	Good	Excellent	Concours	Notes/Buzz
May 2021	\$1,850,000	\$2,000,000	\$2,200,000	\$2,500,000	+\$75,000 for factory hard top. +\$75,000 for original Rudge knock-offs. +\$50,000 for factory disc brakes.
Jan 2021	\$1,850,000	\$2,000,000	\$2,200,000	\$2,500,000	
Sep 2020	\$1,850,000	\$2,000,000	\$2,200,000	\$2,500,000	
May 2020	\$1,850,000	\$2,000,000	\$2,200,000	\$2,400,000	
Jan 2020	\$1,900,000	\$2,000,000	\$2,200,000	\$2,550,000	
Sep 2019	\$1,900,000	\$2,000,000	\$2,200,000	\$2,550,000	
May 2019	\$1,900,000	\$2,000,000	\$2,200,000	\$2,500,000	
Jan 2019	\$2,000,000	\$2,150,000	\$2,250,000	\$2,600,000	
Sep 2018	\$2,000,000	\$2,150,000	\$2,250,000	\$2,500,000	
May 2018	\$2,000,000	\$2,150,000	\$2,250,000	\$2,500,000	
Jan 2018	\$1,450,000	\$1,750,000	\$2,000,000	\$2,250,000	
Sep 2017	\$1,450,000	\$1,750,000	\$2,000,000	\$2,250,000	
May 2017	\$1,450,000	\$1,800,000	\$2,050,000	\$2,350,000	
Jan 2017	\$1,450,000	\$1,850,000	\$2,100,000	\$2,400,000	
Sep 2016	\$1,450,000	\$1,850,000	\$2,100,000	\$2,400,000	
May 2016	\$1,450,000	\$1,900,000	\$2,150,000	\$2,450,000	
Jan 2016	\$1,450,000	\$1,900,000	\$2,150,000	\$2,450,000	
Sep 2015	\$1,450,000	\$1,900,000	\$2,150,000	\$2,450,000	
May 2015	\$1,450,000	\$1,900,000	\$2,150,000	\$2,450,000	
Jan 2015	\$1,450,000	\$1,900,000	\$2,150,000	\$2,450,000	
Sep 2014	\$1,450,000	\$1,900,000	\$2,150,000	\$2,450,000	
May 2014	\$1,300,000	\$1,600,000	\$1,850,000	\$2,200,000	
Jan 2014	\$1,100,000	\$1,300,000	\$1,400,000	\$1,600,000	
Sep 2013	\$925,000	\$1,000,000	\$1,100,000	\$1,300,000	
May 2013	\$900,000	\$985,000	\$1,000,000	\$1,250,000	
Jan 2013	\$770,000	\$845,000	\$930,000	\$1,100,000	
Sep 2012	\$760,000	\$839,000	\$925,000	\$1,050,000	
May 2012	\$750,000	\$830,000	\$915,000	\$1,000,000	
Jan 2012	\$748,000	\$818,000	\$900,000	\$995,000	
Sep 2011	\$716,000	\$785,000	\$875,000	\$950,000	
May 2011	\$705,000	\$760,000	\$855,000	\$941,000	
Jan 2011	\$703,000	\$760,000	\$854,000	\$940,000	

Date	Fair	Good	Excellent	Concours	Notes/Buzz
Sep 2010	\$695,000	\$741,000	\$836,000	\$935,000	
May 2010	\$703,000	\$765,000	\$827,000	\$915,000	
Jan 2010	\$695,000	\$743,000	\$811,000	\$885,000	
Sep 2009	\$680,000	\$715,000	\$780,000	\$870,000	
May 2009	\$680,000	\$705,000	\$776,000	\$869,000	
Jan 2009	\$680,000	\$705,000	\$776,000	\$869,000	
Sep 2008	\$688,000	\$734,000	\$797,000	\$868,000	
May 2008	\$676,000	\$722,000	\$785,000	\$845,000	
Jan 2008	\$655,000	\$705,000	\$750,000	\$795,000	
Sep 2007	\$538,000	\$598,000	\$647,000	\$685,000	
May 2007	\$530,000	\$591,000	\$638,000	\$675,000	
Jan 2007	\$385,000	\$422,000	\$480,000	\$545,000	
Sep 2006	\$370,000	\$410,000	\$465,000	\$525,000	

Prices assumes that no major modifications to the vehicle are present.