BMW GROUP CLASSIC – HIRE CAR PROGRAMME.
CHAUFFEUR-DRIVEN.
BMW 326 CABRIOLET 4-DOOR.

History
The BMW 326, available from the factory between 1936 and 1941 as a four-door sedan and two- or four-door convertible, became the most successful BMW car of the pre-war period. Power was provided by the first BMW six-cylinder engine with two-litre displacement. Overall, the 50 hp touring car (top speed around 115 km/h (mph) / 71 mph) was designed more for comfort than sports performance. The bodies for the convertibles were built by Autenrieth in Darmstadt.

Year of manufacture | 1939
Engine | Six-cylinder in-line
Capacity / output | 1,971cc / 50 hp
Top speed | 115 km/h (71 mph)
Colour | Green / Dark green
BMW 501 “ISAR 12”.

History
From 1955 the BMW 501 A could also be ordered with the new eight-cylinder engine. That prompted a change in the model designation of the BMW 501 with six-cylinder engine to “BMW 501 6-Zylinder”. The straight-six unit now had 2.1 litres displacement. This model remained in the sales line-up officially until 1958. But individual models for use by municipal authorities and with special-purpose bodies were still being built up to 1964. It enjoyed a particularly strong period of popularity in the 1960s thanks to its role in the German television series Funkstreife Isar 12.

Year of manufacture 1956
Engine Six-cylinder in-line
Capacity/output 2,077 cc / 72 hp
Top speed 145 km/h (90 mph)
Colour Green
BMW 502 CONVERTIBLE 4-DOOR.

History
Baur also built a four-door convertible based on the BMW 502 to customer order alongside the two-door model. Just 11 four-doors were built. Today they are among the rarest of all BMWs from the post-war period.

Year of manufacture: 1955
Engine: V8
Capacity/output: 2,580 cc / 100 hp
Top speed: 160 km/h (99 mph)
Colour: Light green
BMW 3200 S-STAAATSLIMOUSINE.

History
The BMW 3200 S with a 160 hp V8 engine was the flagship of the model series – popularly known as the “Baroque Angel” – with which car production at BMW resumed post-1945. The luxuriously appointed six-seater was the fastest series-produced German sedan of the early 1960s. The one-off example pictured, with modified body and an interior of even greater opulence, spent several years in the service of the Bavarian state government.

<table>
<thead>
<tr>
<th>Year of manufacture</th>
<th>1963</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine</td>
<td>V8</td>
</tr>
<tr>
<td>Capacity/output</td>
<td>3,168 cc / 160 hp</td>
</tr>
<tr>
<td>Top speed</td>
<td>190 km/h (118 mph)</td>
</tr>
<tr>
<td>Colour</td>
<td>Black</td>
</tr>
</tbody>
</table>
The Rolls-Royce Silver Seraph first presented in Geneva in March 1998 was the last representative of the brand to be developed in Great Britain and built at Crewe. At the same time, the Silver Seraph was also the first Rolls-Royce with an engine not built by the company itself. Indeed, the saloon was powered by a V12 unit from BMW. The body, designed by Graham Hull in Crewe, was larger in every dimension than that of its predecessor, the Rolls-Royce Silver Spirit, but its cleverly drawn lines actually made it appear more compact.

**Year of manufacture**: 1999

**Engine**: V12

**Capacity/output**: 5,379 cc / 326 hp

**Top speed**: 225 km/h (140 mph)

**Colour**: Silver
ROLLS-ROYCE SILVER CLOUD III
DROPHEAD COUPÉ MULLINER, PARK WARD.

History
A convertible version of the Silver Cloud III (the Drophead Coupé) was also available from the factory. The conversion work was carried out by H. J. Mulliner, Park Ward Ltd. However, just a year later this model was replaced by a new version with a significantly more modern-looking body penned by designer Vilhelm Koren. The new model was unveiled for the first time at the Earls Court Motor Show in London in 1963.

Year of manufacture 1966
Engine V8
Capacity/output 6,230 cc/225 hp
Top speed 185 km/h (115 mph)
Colour Sage Green