



Hartge E24 M635 Export

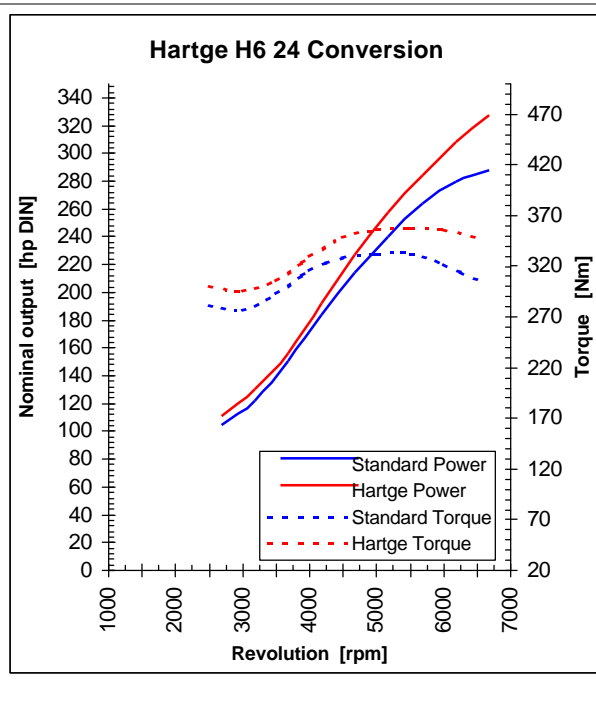
VEHICLE DETAILS			
Manufacturer	BMW	Model	E24 M6
Registration	643 BMW (to be retained)	Colour	Diamond Black
Chassis No	0760323	Year	1986
Engine No		Mileage	136,002
Transmission	Manual	Body Style	Coupe
Build Date	03/1986	Wheels	17" Single piece Hartge (black)
Service History	Birds	Exterior condition	Excellent
Warranty	-	Interior	Black leather
Road Tax	-	MOT	-
Reported Items	Yes, see job 7458	Vehicle Cash Price	£ 15,995





Hartge M635 Engine Conversion

Model	Standard	Hartge M635-330
Based on	M635csi	
Chassis	E24	
Engine Type	S38 B34	
Capacity	3,453	
Bore	93.4	
Stroke	84.0	
Output	286	330
@ rpm	6,000	6,800
Torque (NM)	340	355
Torque (lb ft)	250	261
@ rpm	4,500	4,500
Compression	10.5	11.0
0-60 mph	6.3	5.8
0-1000 m		
Vmax mph	158	163



This vehicle was one of four UK cars to undergo conversion to Hartge 330hp "export" specification. It is believed that none of the other three have survived. This particular car is practically unique, insofar as it has remained with the original owner, and has also been maintained by Birds, very soon after we began our forays into the BMW tuning industry. Apart from routine servicing by the owners local BMW dealership, all item of a technical nature have been carried out by Birds.

The car suffered a head gasket failure in 2002, and at that point, a comprehensive, no-expense spared rebuild ensued, using all genuine BMW and Hartge parts. We would consider that this engine is running as new, and the only original parts are the block and head casting.

Such is the owner's fascination for this car, it will only be sold subject to first refusal to buy-back if the car is offered for sale in the future.



Birds Vehicle history		
Job	Date	Description
???	??/??/1988	Hartge M6-330 Export engine conversion, suspension, & 16" Wheels & Tyres
109	16/08/1988	Steering Wheel, Service
147	12/12/1988	Service
237	06/11/1989	Export Exhaust
291	20/06/1990	Service
372	02/05/1991	Service
427	17/02/1992	17"WTS, R Susp, R Bushes
518	30/01/1993	Svce, Hoses, Pump,Clutch,Belts
518	09/03/1993	R/P Wheel & Paint, Plugs
559		Cancelled
638	31/03/1994	Exhaust Blow, List
646	11/04/1994	R Clutch Hose,Fog Lenses, List
975	12/12/1995	Canx C/R Condition of Engine
1473	30/11/1996	Evaluate Car
1491	20/12/1996	Pedal Set
1749	30/04/1997	Front Suspension and brake maintenance
3983	17/05/2001	Inspection 2, Engine tune, axle bushes, front & rear discs and pads
4833	30/05/2002	Engine removal & inspection
4873	28/06/2002	Pack away all engine parts
5050	30/09/2002	Engine rebuild
5115	31/10/2002	Engine rebuild continued
5181	29/11/2002	Engine commissioning & finals
5356	04/02/2003	Armrest repair
5397	14/02/2003	Clean spark plugs
5423	24/04/2003	MOT
7458	10/05/2006	Evaluation and valeting, establishment of current condition

Quote from **BMWCar** magazine...

Rare Beef

“Very few fully modified examples of the E24 M6 still exist in the UK, and this Hartge version is one of the finest of this rare breed.”

“We hear Seb in the Hartge before we see him. A sound like distant thunder rising to a hard-edged bark. Then a low, sleek silhouette appears, skimming the tarmac, shattering the peace of the surrounding countryside. It’s that rarest of steeds: a modified M6.



A few old biddies are drinking coffee from a thermos and nibbling on sandwiches in the forestry car park. They look thoroughly disapproving. Soon a forest ranger turns up to ask about a 'suspicious loud vehicle' that's been spotted in the area. I'm starting to really like this car!

Look at it: one of the hardest cars you're likely to see. Yet the body styling is so discreet. The front air dam mildly jutting, the rear wing high-rise affair, the side skirts no deeper than a hot bath, subtle badging. The E24's lines are uncluttered and feline as ever, a light, elegant glasshouse, swooping profile, long bonnet. But this particular example has all the latent menace of a big cat. Beautiful yes, but perfectly capable of chewing your face off.

There's little to give the game away inside. The usual rich black leather (nicely worn in), all the toys you'd expect from an M6. The Hartge gear knob, alloy pedals and lovely Hartge sports steering wheel gently let you know this isn't a stock machine.

Following the Editorial Touring for tracking snaps, I see Lensman Smith bouncing around like a pea in a drum. Inside the M6, though, all is calm. The 320d does have non-standard suspension but is only wearing 15" wheels. The M6 seems to float where the 3 series is jiggling, despite being closer to the ground than an adder's bladder. Strange.

I'm worried that will mean a lack of body control when pressing on. Driving my first M6 was a surprising experience in many ways. Firstly, the majesty of that Motorsport six. Secondly, how much body roll was on the menu. Finally, how bloody brilliant the handling was- as playful as a Labrador puppy and every bit as faithful.

The Hartge feels different. There's less suspension travel but the ride is still remarkably compliant by modern standards. It soaks up the vicious assault from the nidgety lanes with real composure leaving occupants cocooned from the outside world.

Cocooned but definitely not unplugged. That steering might be heavy but it is absolutely alive with information. It bristles with feedback from the road and tyres,



giving the driver confidence to press on. Start to stretch the engine and the bazooka-sized exhaust gets vocal.

Where the standard M6 is keen to hang its tail out, this Hartge feels absolutely planted. Even when a passing shower adds greasy film to the road the rear stays resolutely put, finding remarkable levels of traction. The limited-slip diff ensures that any slide is progressive and the lucid steering telegraphs every piece of information you need. It might be 20 years old, but you get the feeling it could teach some modern machinery a few tricks- not least about ride/handling balance.

We asked Kevin Bird, UK Hartge Guru, if he could dig out a bit of history on this compelling car and the more you find out, the more interesting it becomes. It is one of only four UK M6's to undergo conversion to Hartge's 330bhp 'export' specification. According to Kevin, it's understood that none of the others have survived, making this car unique. Even more surprising is that this machine has not only remained with its original owner, but has also been involved with Birds since the company first ventured into the BMW tuning area. Apart from its routine servicing by a local main dealer, all technical work during its life has been carried out by Birds.

The car suffered a head gasket failure four years ago, at which point the owner embarked on a complete spared rebuild. Utilising all genuine parts and retaining only the original block and head casting the engine is as new, despite the 136,000 on the clock.

And the engine is an impressively potent thing. Although capacity remains the same, enhanced breathing and higher compression (up to 11:1 from 10.5) help extract the extra 44 ponies. But as we expected, you have to really stretch the engine to find them, that power peak delivered at 6800rpm, compared to 6000 in the standard machine. Torque is raised by just 11lb ft to 261lb ft and delivered at 4500rpm. The official performance figures show the 0-60mph time to drop from 6.3 seconds to 5.8 seconds, top speed up 5 mph to 163mph.

A quick chat to the owner, Russ Green, revealed how deep this car's charms run. He'd previously had a Jaguar coupe and liked the elegant aesthetics of the E24. He bought his first Six, a 635, almost 30 years ago and when that got written off in an accident, he bought another.



Russ was heavily into motorsport, especially big Touring Cars, and travelled across Europe to watch the likes of Dieter Quester. BMW's own Motorsport department's stock was running high and it's little wonder that Russ progressed on to the M version before long.

Initially, Russ was a little disappointed with the car, feeling the performance wasn't significantly superior to the standard 635csi. 'So I took it to Kevin to sort it out', he explains. 'The conversion has ironed out all the flat spots, the suspension is really sorted: it's just so driveable now'.

Russ used the Hartge as a daily driver for a long time, but as it started to get a bit older, he began reserving it for special occasions and got another car for day-to-day use. So, it's up for sale then, Russ?

'Ideally I'll keep it.' But I'm sure it's on the Birds website, I counter. Russ sounds genuinely pained by the car going: 'It's heart-rending. I will only sell it on the condition of a guaranteed buy-back, and in truth, I'd much prefer it to stay'.

'I have driven a few recent BMWs and they don't do anything for me. That's why I have bought to Porsche as my main car now. I need that involvement. I borrowed an E30 M3 from Kevin and that was fantastic but modern cars don't have rawness and purity that my M6 has. Or the looks'. As I said, the charm runs deep. Even in our short time with the car we feel the spell it weaves.

BMW's big Ms have always been able to cut the mustard in any situation. Looks, style, comfort, performance, driver satisfaction: you name it, the M car can do it. This car seems to take that modus operandi and run with it. It looks even more special, goes even harder, rides even better, handles with greater aplomb. It's the finest E24 we've had the pleasure of driving and will go down as one of our favourites for many years to come. A quick message for whoever ends up prising it away from Russ and owning it next: you're one lucky sod!"