Our passion is classic competition cars

1972 - BMW CSL 3.5 Liter Group 2



Make:	BMW
Model:	CSL 3.5 Liter Group 2
Year:	1972
Location:	Germany
Type:	Coupé
Chassis Number:	2211373
Drive:	LHD
Competition Ready:	Yes
FIA HTP:	Yes
Interior Color:	yellow
Exterior Color:	yellow
Price:	P.O.A.

Key Features

- Genuine early Schnitzer BMW CSL Group 2 built for Précision Liégeoise
- Proven and documented history from new evidenced by its very rare FIA Heritage certificate
- Excellent European Touring Car Championship history from 1973 to 1977
- Maintained with no expense spared, with current FIA HTP and needs renewal of date-related items
- Eligible for all Historic Touring car races including Peter Auto's HTC, DRM Revival, Le Mans Classic, etc.

Description

We have the pleasure to offer this genuine 1972 ex-Schnitzer BMW CSL 3.5 liter Group 2 – VIN Nr 2211373 - for sale.

Our car was delivered to Schnitzer workshops from BMW Munich, Oct. 27th, 1971. It was one of the early aluminium lightweight prototypes of which only 139 were produced before the injected versions. Schnitzer converted this car to the 1972 Gp2 specification and sold the car to "Poppa" Peltier, of Précision Liégeoise in Herstal Belgium, who bought it on behalf of the "BMW Belgium" racing team. "La Précision Liégeoise" were Precision Engineers who among other things made early motorsport parts for the Munich factory such as the alloy slide injection throttle assemblies. The car was Golf Yellow from new and, after negotiation between Poppa Peltier and Herr J.u.H Schnitzerr, was delivered to Herstal in Dec.1971 (original letters, emission measurements, power readouts and parts lists are in the car’s documentation).

The young son, Alain Peltier, had raced a Group 1 BMW CS in 1971 with some success and was now ready for a full Gp2 ETCC season in 1972. The 1972 ETCC Championship went well for Alain, coming sixth in the drivers championship, racing against not only the Schnitzer and Alpina teams but also the full Ford works team with their Grand Prix star drivers. In 1973, Alain was drafted to drive for the Alpina "semi-works" team on a number of occasions, up against the BMW full works team which helped BMW win the manufacturers title that year. The Précision Liégeoise car was not used much, being a Schnitzer car, although it was raced a couple of times in ETCC later that season. For the next year (1974) Poppa Peltier bought Alain the winning Stuck-Amon ex-works car, and when that car was painted blue with Gitanes livery, so was the older car, as a spare. We do not know if it raced in 1974.

In 1975 the CSL became the property of Serge Power, the team’s head mechanic from 1972 to 1975. He used it as a rent-a-car for paying drivers such as the Swedish Grand Prix driver Reine Wissel and Bernard Carlier, who raced in national touring cars. The only time it raced that year in ETC was at Jarama where it came 5th driven by Bernard Carlier and Jean-Claude Doret. It was still in its blue "Gitanes" colours.

The car was subsequently sold by Serge Power to Italian-Belgian car dealer called Rene Granelli, who updated the car to the 1976 ruleset. It was fitted with the new "eyebrow" arch extensions and painted dark red but Granelli did not race the car but sold it on to Raymond Raus of Antwerp for the 1976 season. Raymond Raus, "Mon" as he was known, had raced a 2002tii in the early seventies and continued with some touring car successes and trophies in 1976, giving him second place overall. In 1977 Raymond won the Belgian Touring Car Championship. On one occasion the car raced in the ETCC at Zandvoort, where with Frans Lubin and Serge Maasen (who brought the Tonka Toys sponsorship) they came 5th against the Jaguars, Luigi UFO CSLs, its sister Power car, and the Alpina Gosser Beer CSL, not bad for a national competitor! The car was red with a black aeroset. Raymond then bought a Kremer Porsche and after a couple of years sold the car to Hugh Van Es, a Dutchman who hill-

climbed it a few times, then it seemed to languish in his BMW spare parts warehouse until a guy called Klaus Rath bought it sometime in the late eighties. It was now white with two stripes one blue and one green stripe looking like Alpina stripes. Rath did not have it very long because he was eager to buy a Gp5 CSL. This is when a couple of Swedish guys, Lars Knoppel and Charles Douglas, bought the car from him. They transported it back to Stockholm in 1989, played with it a couple of times then stuck it in their workshop/showroom along with their collection of Porsches and BMWs. It stayed there for the next 15 years with regular start-ups to keep the engine sweet but did nothing else with it until – in 2004 – BMW racer and specialist Chris Randall discovered and bought the car, still on the original Schnitzer "Electra" wheels and slicks it had raced on, with its original seat and fire extinguisher. Randall immediately took the CSL to Serge Power in Hasselt Belgium, who would know whether it was indeed Alain Peltier's 1972-73 Gp2 CSL. Recognising all the odd brackets and struts etc, him and "Fox", another mechanic who was with the original Précision Liégeoise team, confirmed it was that very car. It was then also shown to Rene Granelli and Frans Lubin, both of whom recognised it also. Everyone was amazed and pleased to see the old original racer again after 30-plus years!

When back in U.K., Chris Randall undertook a bare-chassis restoration of the car (the restoration file is with the car) back to its Golf Yellow Précision Liégeoise livery ad updated the car to the latest 1975 Group 2 specification with 3.5-liter engine. He also applied with the FIA to obtain a FIA Heritage Certificate, a document which the FIA no longer provides, with success and it must be one of the few occasions where such Heritage Certificate was awarded to an historic Touring race car.

It was bought by the current owner in 2007 who has successfully campaigned the car from 2008 to 2019 in Peter Auto's HTC races as well as the 2014 Le Mans Classic. During this period, the car was maintained by specialist Laranca (UK) with no-expense-spared and a lot of development work was done to make sure that this Schnitzer CSL would remain competitive. As it has not raced for a few years now, the car remains in excellent condition but will need a go-through, new fuel cell, seat and belts upon which it would be ready to continue its rich racing career. The car also has an FIA HTP valid until 2027 and comes with 3 sets of spare wheels and miscellaneous running spares.

This is a rare opportunity to acquire a genuine, ex-Schnitzer BMW CSL Group 2 with clear, proven provenance which is a welcome entry to all historic Touring car races including Le Mans Classic.

History

Schnitzer Gp2 BMW CS(L) chassis number 2211373 Precision Liegeoise

RACE RESULTS (ETC=*)

1972

Track	Date	Entrant - No.		Driver/s	Result
MONZA*	19/3/72	PL	10	Alan Peltier/Jean Xhenceval	2nd
NIVELLES	9/4/72	PL	12	Alan Peltier	3rd
SALTZBURG*	16/4/72	PL	37	Alan Peltier	6th
COUPES DE SPA	6/5/72	PL	6	Alan Peltier	2nd
BRNO*	21/5/72	BMWBelgium	4	Alan Peltier	5th
NURBURGRING*	28/5/72	PL	7	Alan Peltier/Jean Xhenceval	?
COUPES BENELUX	2/7/72	PL	33	Alan Peltier	4th
SPA 24hrs*	22/7/72	PL	16	Alan Peltier/Jean Xhenceval	DNF rear hub
ZANDVOORT*	27/8/72	BMWBelgium	9	Alan Peltier/Jean Xhenceval	DNF gearbox
PAUL RICARD*	3/9/72	BMWBelgium	?	Alan Peltier/Jean Xhenceval	6th
SILVERSTONE*	24/9/72	BMWBelgium	12	Alan Peltier/Jean Xhenceval	DNS crash
JARAMA*	1/10/72	BMWBelgium	?	Alan Peltier/Jean Xhenceval	3rd

Championship Result :- ALAN PELTIER 6th in ETC drivers Championship
The highest placed BMW

Gp2 BMW CSL chassis number 2211373

Owner ;- Precision Liegeoise

RACE RESULTS (ETC=*)

1973

In 1973 Peltier drove for Alpina so the Schnitzer car was not much used except :-

COUPES DE SPA	5/5/73	PL		Alan Peltier	DNF conrod
SPA 24hrs*	21/7/73	PL	22	Hugh De Fierlant/Vincent Gaye	DNF valve
PAUL RICARD*	2/9/73	PL		Alan Peltier	DNF oilpressure

1974-1975

Owner 1974 Precision Liegeoise (spare Gitanes Car) then 1975 Serge Power.
The car was driven in various Belgian national races with among others, Bernard Carlier and Rene Wissel

JARAMA*	28/9/75	POWER	4	Bernard Carlier/Jean Claude Doret	5th

1976

Owner-Driver:- Raymond Raus "Mon"
The car was driven in various, Belgian-"Coupe L'Avenir / Dutch-Bekers der Toekomst" series

Known Only :

ZANDVOORT	18/6/76	Pre GP Bekers der Toekomst	3rd
ZOLDER	5/9/76	12th Bekers der Toekomst	1st+FL
ZANDVOORT	19/9/76	Trophy of the Dunes Toerwagen Gp2/4	2nd
	3/10/76	Bekers der Toekomst series	3rd

Championship result :- Raymond Raus - 2nd in 1976 Belgian Touring Car Championship

1977

ZOLDER	3/4/77	Bekers de Belgie	1st
		Ecurie Goodyear/Ecurie du Nord	2nd
	17/7/77	Super Toerenwagen	3rd
ZANDVOORT*	7/8/77	TONKA TOYS 15 Raymond Raus/Frans Lubin/ Serve Maasen	6th
ZANDVOORT	28/8/77	Pre GP Toerenwagen Gp2/4	3rd
	4/9/77	13th Bekers der Toekomst	1st +FL

Championship result :- Raymond Raus wins 1977 Belgian Touring car Championship

Our passion is classic competition cars

1972 - BMW CSL 3.5 Liter Group 2

Pictures (For size reasons, we have limited the PDF-file to 10 pictures)

















RMD bv - Zilverstraat 14-16 - 2900 Schoten - Belgium

+32 (0) 475 422790 - salesinfo@rmd.be - https://www.rmd.be

1972 - BMW CSL 3.5 Liter Group 2





RMD bv - Zilverstraat 14-16 - 2900 Schoten - Belgium
+32 (0) 475 422790 - salesinfo@rmd.be - https://www.rmd.be