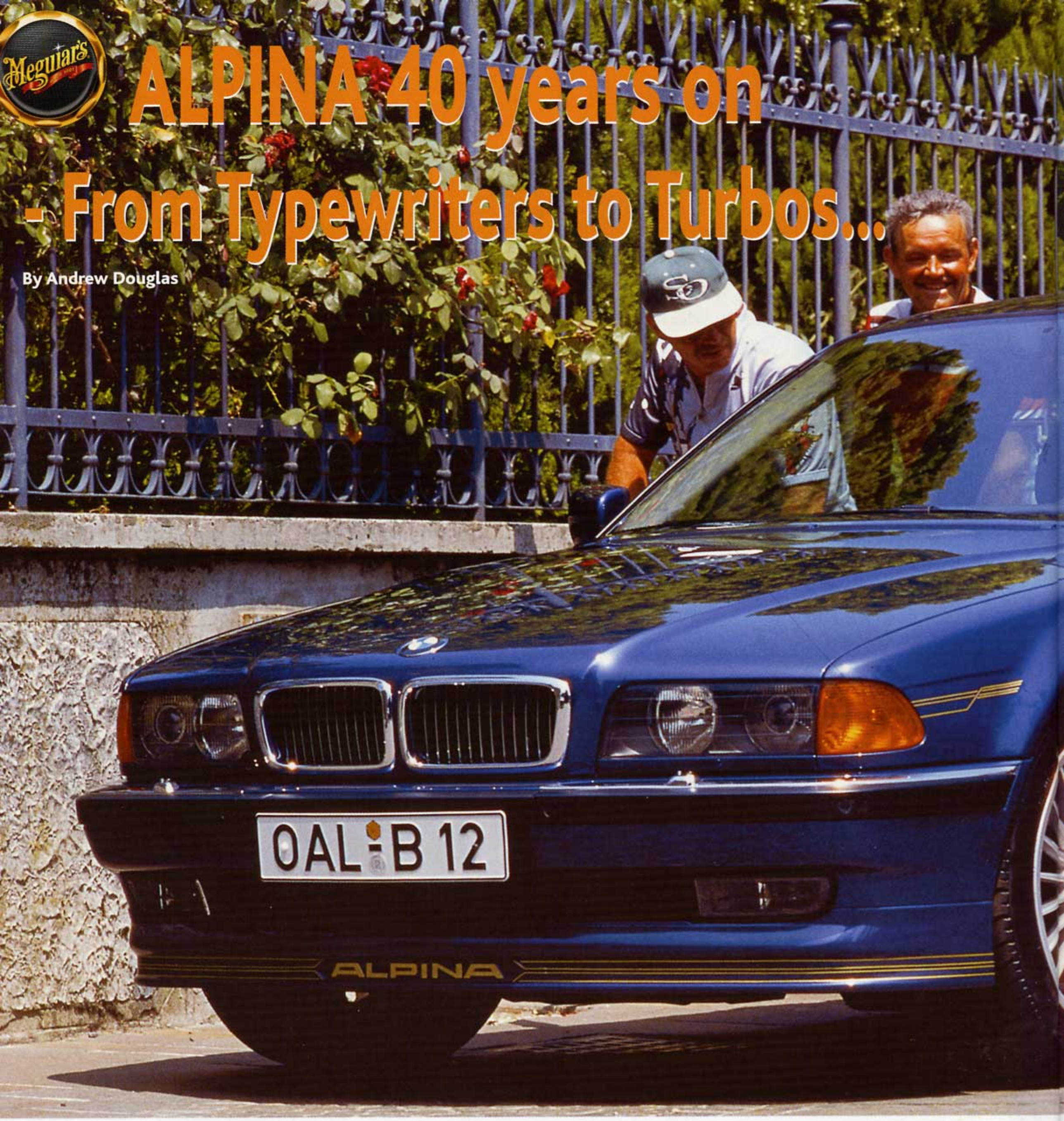
ALPINA 40 years on - From Typewriters to Turbos...

By Andrew Douglas



Today ALPINA is a brand renowned for its quality, exclusivity and its links with BMW as well as its tuned power plants. Yet despite the cult-like following it has amongst its fans, it's still not an extremely well known brand. Ask most people what they know of the Buchloe based car manufacturer and many will simply shake their heads in ignorance. Even motoring enthusiasts are fooled into thinking that ALPINA is like BMW's Motorsport division (a section within BMW AG), but not so. This company, despite its close ties to BMW, remains an independent manufacturer and despite 40 years in existence is still overseen by its founder Mr Burkard Bovensiepen and run on a day-to-day basis by his two sons Andreas and Florian.

But where and how did it all begin?
In stark contrast with ALPINA's present day partnership with BMW, it was actually a Fiat, which received the first improvements at the hands of a twenty something engineering student Burkard Bovensiepen. His very own Fiat 1500 to be precise.

You see he wasn't satisfied with the factory performance of the Fiat so he took it to a like-minded mechanic friend and they both set about working to give it a 'tune-up' and make it run more smoothly.

Burkard and his friend added a double Weber carburettor, a more aggressive camshaft and a free flowing exhaust. This raised the horsepower from 67 bhp to a then 'hair-raising' 75 bhp. But whilst the improvements had a great effect on the performance of the little Italian car, it wasn't long before it started to exhale a cloud of blue smoke wherever it went. It was around this time Burkard decided that perhaps Fiat engines weren't the best basis to work on. In 1961 BMW launched the 1500 at the German Motor Show (IAA) and whilst it was a good basis of a car it's lacklustre 80 BHP engine wasn't the most inspiring engine in the world. BMW soon reacted to the publics demand for a more powerful version and by 1963 they released the 90 BHP 1800 which although it solved the situation, annoyed the owners of the 1500, who clearly wished that they had waited for the more powerful engined 1800. Mr Bovensiepen immediately saw an opportunity but

The ALPINA B12 5.7 7 series

whilst it took two years for BMW to launch the 1800, Burkard acted more quickly... he recognised the failings of the 1500 and more importantly recognised how to improve the performance of the 1.5L engine. The BMW four-cylinder engine had four well-designed intake ports and only one small carburettor, he realised that you could improve the performance of the car by modifying the intake system, similar to the modifications he had made to the Fiat, with that, the first BMW-ALPINA tuning kit was created.

Mr Bovensiepen's family had a typewriter factory based in the Bavarian town of Kaufbeuren but rather than follow in his father's footsteps, Burkard was far more interested in engines. So he setup in the corner of his fathers factory and set about making the tuning kits for the 1500. Burkard Bovensiepen GmbH was formed and soon it had eight employees. The tuning kits were priced at 980 DM (around £350) including installation which considering it's effect to the performance of the 1500 bringing it on a par with the newer 1800 made them very successful. In 1965 the family business suffered setbacks, as the mechanical typewriter, which the 'ALPINA' typewriter factory produced, became unwanted almost overnight due to the influx of more modern electronic typewriters from Asia. The company was soon in trouble and went out of business shortly afterwards. Out of the ashes of the family firm, Burkard Bovensiepen GmbH took the 'ALPINA' name and breathed new life into it, by creating the automotive brand we know today.

Intrigued by ALPINA's improvements to the 1500, BMW´s own R&D department tested the tuning kit and they found nothing wrong with ALPINA's work, in fact they were so impressed with the quality of this 'homemade' kit that Alpina got support from the factory which proved to be invaluable. This support made the company's products more desirable to BMW enthusiasts, but importantly it also meant that installation of an ALPINA system did not void the BMW warranty. Despite this support from BMW, ALPINA didn't receive immediate acclaim from the press. Germany's largest motoring publication - Auto

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motor und Sport said at first that ALPINA's engine modifications would have a bad effect on engine longevity and reliability. Bovensiepen asked Auto motor und Sport to test the car instead of just speculating on the concept of BMW tuning. The following road test showed that the ALPINA-1500 was not only equal in terms of performance of the 1800 model but also that despite being tuned the ALPINA car showed no signs of stress or fragility. Auto motor und Sport were clearly enthusiastic about the ALPINA's performance. They also noted that the quality of the car's fit and finish was such that it appeared to have come directly from BMW. BMW themselves were very impressed and when the higher-performance 1800ti was introduced, it was fitted with engine components identical to those developed by ALPINA.

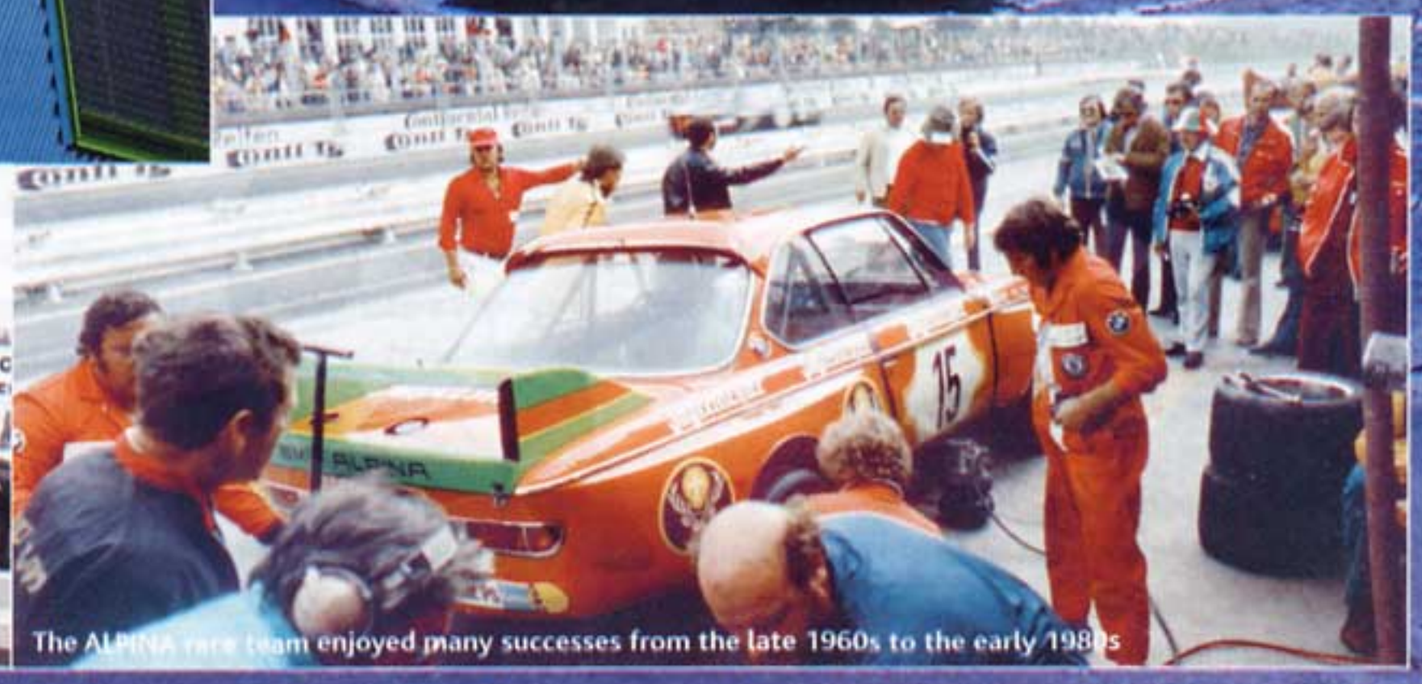
Soon ALPINA began to develop more than the simple double carburettor kits, which allowed only limited increases in output. They started to develop special reworked complete engines, with improvements such as forged pistons, fine heaved crankshafts and polished valves and inlets.

Motoring legend Paul Frère tested a 165 bhp 2002 ALPINA for the Belgian motoring publication 'Sportmoteur' and wrote: "the trial trips on the racing course of Vallelunga were the most amazing. The BMW ALPINA lapped in 1:04.0 min, one second faster than the Lamborghini Miura and 5.1 seconds faster than the best time, lapping this same small course two years ago in a Porsche 911 S. For such a highly tuned engine this BMW ALPINA is amazingly flexible." The conclusion of the former Le Mans winner, who enjoys an international reputation as an automobile journalist: "if you are looking for a genuine GT car, then it is this." High praise indeed for Burkard Bovensiepen.

Not content with this acclaim, Burkard didn't want to be labelled as merely another 'tuner'. ALPINA tried to disassociate itself from the image of the tuners and amateur craftsman and sought further development of the engine. This, despite the success of the double carburettor kits which for years had supported and helped create the company. ALPINA started to offer complete cars with individually designed engines with increased performance levels, wider wheels as well as stiffer springs and shock absorbers to ensure a more focused chassis, as desired by the customer, there were also more competent brakes and a interior in the typical ALPINA individual design.

The ALPINA roundel

The BMW ALPINA race cars were the fastest of the BMWs



The ALPINA race team enjoyed many successes from the late 1960s to the early 1980s

Background image - The ALPINA factory in Buchloe has seen many changes since the company moved there in 1970

ALPINA vowed it wanted to be manufacturers of high quality automobiles, based on BMWs, but with its own individual characteristics and attributes that would appeal to a certain type of customer. In 1967 the company created the now recognisable corporate roundel logo featuring the crankshaft and piston emblem to symbolise the importance of the engine.

Through history we have seen how sporting successes can contribute to making a brand internationally known, so in 1968 the team at ALPINA set themselves their next goal of motorsport success. The list of the drivers, on the payroll for ALPINA, reads like a who's-who in motor racing. Between 1964-1973 names like Jacky Ickx, James Hunt, Hans Stuck, Derek Bell, Harald Ertl, Brian Muir and Niki Lauda, to name but a few, all raced ALPINA cars and it wasn't long before their driving skill and ALPINA's engineering knowledge brought huge rewards. In 1970 the cars of 'Bubo', as Burkard Bovensiepen is known by his better acquaintances, won in the European Touring Car Cup as well as long distance 24-Hour race at Spa-Francorchamps and all the German championships. Long distance championships, mountain championships and Rally events - all the titles went to the fastest BMW's (those with the ALPINA signature).

In 1970 the company relocated 10 Km north of their Kaufbeuren base to a new facility in the small town of Buchloe, its here that the company remains to this day although the facility has seen significant growth and development over the last 35 years.

In the centre of the factory plot, Mr Bovensiepen built a house in which to raise his family, today whilst the factory still operates and continues to expand, Mr Bovensiepen still lives surrounded by the factory and the cars he and is company have developed.

In 1971 BMW took note of ALPINA's engineering skill again and appointed ALPINA as the project leader for the development of the lightweight version of the 3.0 CS a car that would become the world renowned 3.0 CSL. This special relationship between BMW and ALPINA was beneficial not only for BMW but for ALPINA also. After all no other 'tuner' or independent company had been given as much freedom and access in assisting in the development of their cars. This partnership led to the creation of the trade name - BMW ALPINA. It's this close relationship which remains to the current day and has led to the ALPINA brand growing to a size where they take over 700 cars a year from BMW and convert them into individual BMW ALPINAs. It's also due to this mutual respect for each other's company and product that means all ALPINA cars will always wear the BMW roundel and be considered a BMW ALPINA rather than an ALPINA BMW.

ALPINA have shown more than once that their comparatively tiny development department can sometimes produce better-engineered products than those of their Munich based colleagues. The ALPINA 2002tii of 1973 was one of these occasions, it was a more complete model than the solely BMW produced 2002 Turbo. Both where launched rather unfortunately in the middle of what was a major oil crisis. However whilst the two models achieved nearly the same on-road performance figures, the achievement of the development by the engineers at Alpina showed in their engine, whose fuel consumption was on average around two litres lower, per 100 km and in addition the BMW ALPINA was also nearly 1500 DM cheaper to buy than the Turbo.

As the oil crisis set in, the demand for high performance cars disappeared virtually overnight. High value sports cars appeared for sale at ridiculously low prices in the classified sections of the motoring magazines and numerous tuning companies went out of business and disappeared never to return. The then sales manager of ALPINA, Günther Schuster recalls that despite this ALPINA made it through albeit with reduced orders, but importantly without having to lay-off any employees this was a testament not only to the company's flexible reaction to market conditions but also the employees' close attachment to the company. ALPINA adapted to the market conditions during this time and developed engines that ran on regular grade fuel, making them both economical and powerful at the same time. The energy crisis also made the effort to become a manufacturer even more urgent. Burkard Bovensiepen remembers: "we began to think strategically. The company was, in

Alpina 40 years on


The E12 BMW ALPINA B7 Turbo – was the fastest saloon car in the world


The E34 BMW ALPINA B10 Bi-Turbo capable of 180mph


The E30 ALPINA B3 2.7 cabriolet

the first 15 years of its existence, simply a tuning firm, but it then became clear us that we would have a good future only if we had an individual product, we needed to offer more than our competitors and this meant manufacturing and supplying complete vehicles."

The crucial jump towards becoming a car manufacturer came in 1978, when Burkard Bovensiepen invited a handful of journalists from the worlds motoring press to a presentation of its newest creations on the shores of Lake Garda. ALPINA presented three completely in house developed cars.

The BMW ALPINA B6 2.8 was a 3 series BMW with a 6-cylinder engine, at a time when BMW only offered 4-cylinder engines in the 3 series. The engine was a 2.8 litre power plant from the larger saloons which ALPINA had then reworked so that output was increased to 200 bhp. This meant it was much more powerful than anything else in it's class. However the B6 was intended to be more than just a sportscar, it was a grand tourer with all the power needed to swiftly and effortlessly overtake without the need of excessive gear changing. This idea of putting a large 6-cylinder engine into a small 3 series is something that was later taken up by BMW in South Africa when they produced the 333i (which used a production 3.2 litre unit with an ALPINA designed turbo and other engine parts.

The second car on display was the BMW ALPINA B7 Turbo; based on the BMW 5 Series it was the world's fastest 4 door saloon and had a power output of 300 bhp. Apart from the ALPINA designed 20 spoke alloy wheels front and rear aero spoilers and the subtle badges on the grill and bootlid there was very little indication what power lay under the bonnet. This truly was a wolf in sheep's clothing.

The third of the trio exhibited that day was the BMW ALPINA B7 Turbo Coupé with the same engine and output figures as the 5 series based B7 Turbo, in the body of the 6 series, which established itself as one of the most powerful sports coupés of it's time.

As well as the improved power outputs and suspension setup changes made by ALPINA, all three models in this new generation line up also featured fully electronic computer ignition, which at the time was an uncommon feature. Each car was also fitted with an individual numbered plaque, mounted in the cabin indicating the production number of the car, this very exclusive feature is something that still remains in ALPINA models today and is a major distinguishing point when looking at an ALPINA.

Around this time ALPINA began to set its sights on customers further a field than their Bavarian base. It began setting up agents for their cars both in Germany and further a field such as Japan and the UK.

TWR were the first such UK agents selling the early E21 and E12 models but after a short period of time Sytner of Nottingham, owned by racing car driver Frank Sytner, won the prestigious right to be the sole importer for all new ALPINA vehicles sold in the UK. A title the firm is still proud to hold today.

So impressed was Mr Bovensiepen, by the quality of the setup at Nottingham dealers, that Sytner Nottingham became the only place in the world where, for a period of time between approximately 1982 and 1992, ALPINA cars for the RHD market were converted away from the ALPINA factory, by specially trained Sytner technicians. The Alpina engines and parts required for the conversion would be ordered from Buchloe and arrive in a crate and these would then be transplanted into the donor car. Which, for example, in the case of the E28 Alpina B9 3.5 would have been a standard 528i.

Some cynics have often claimed the UK assembled cars are not genuine ALPINAs, this view is not held amongst owners of these cars nor ALPINA who will refute these claims. ALPINA still hold engine build records for these UK cars and can indicate when and by whom each engine was built. (Although they do not have records of the chassis's that these engines where fitted to, only Sytner holds this information).

In 1983 ALPINA were officially registered as a vehicle manufacturer by the German Federal Motor Vehicle Registration Agency and since this time every new car built by ALPINA carries it's own unique chassis number in place of the BMW one. (This excludes the cars built in the UK under licence by Sytner). In the newer cars where the chassis is originally stamped by BMW, this number is 'cross-stamped' out by ALPINA and is replaced by their own chassis number.

In 1985 new European emission regulations resulted in ALPINA introducing catalytic convertors to all of their models, however instead of using the mass produced catalysts with ceramic substrates, ALPINA became the first manufacturer to use metal catalytic convertors using materials like platinum and rhodium. Years later other high performance car manufacturers like Porsche saw the benefits and each one started to use metal catalytic convertors.

Throughout it's 40 year history ALPINA has been at the forefront of developing some of the most important and powerful BMW engines and cars. The first as already mentioned was the B7 Turbo engine which was launched in the E12 5 series and E24 6 series and later a revised version was found in the E28 5 series developing 330 bhp. On testing the E12 version at the Nurburgring it was recorded at 260 Km/H (161 mph) and from 0 to 100 Km (62mph) in

The 4.6 litre V8 powered BMW ALPINA

The M3 based ALPINA B6 3.5s only 62 were produced

less than 6 seconds. Something not to be dismissed considering the year was 1978 and this was a 4 door saloon. Perhaps this is why, despite it being manufactured in LHD only and in relatively small numbers that the B7 Turbo still holds an iconic status amongst ALPINA enthusiasts around the world.

For the successor to the B7 turbo, ALPINA again looked towards the then current 4 door saloon 5 series, which at the time was the E34, there was only one logical step forward. Instead of a single turbocharger ALPINA decided to use two. This, they explained would ease any potential strain on the engine but importantly would assist in minimising the 'turbo-lag' effect.

ALPINA launched their new generation 'twin turbo' E34 at the 1989 Geneva Motor Show, with a claimed 360 bhp the new BMW ALPINA B10 Bi-turbo as it was called was an iconic car from the moment it was launched. Like the models before it, to the unwitting it differed little to any other BMW from the outside, yet in a road test by the magazine 'Motor & Sport' it achieved a top speed nearing 290 Km/H (180 mph) Again it was available in left hand drive only and by the time production had stopped in 1994 a mere 507 examples had been built.

Due to limited staff resources ALPINA took the decision in 1988 to focus their priorities on producing cars rather than racing them and so at the end of that year's racing season ALPINA closed their book on racing to focus their attention on the road going vehicles.

As the BMW range of models expanded, so did the range of their counterparts from Buchloe. At the end of the 1980s and early 1990s, models such as the E30 C2 2.7s and B3 2.7s were available in 2 door, 4 door, touring and cabriolet formats each one generating between 200 and 210 bhp from their BMW based M20 engine. It was this engine too that was used in the ALPINA version of the Z1 Roadster. This special version BMW ALPINA RLE (Roadster Limited Edition) was limited to a production run of just 66 of which 1 is still in the ALPINA collection.

Also in the E30 range were two models with a 3.5 litre 6-cylinder engine each generating 254 bhp. There was the B6 3.5 based on the 325i and the B6 3.5s based on the M3, in this format only 62 were produced all in left hand drive.

For those who wanted the extra space and room of the 5 series, yet didn't want or need the power of the Bi-turbo there was a more modest B10 with the 3.5 litre 6-cylinder engine used in the B6.

Top model in the range was the BMW ALPINA B12 5.0 with a 350 bhp 5.0 litre V12 based on the E32 750i and 750iL, it proved to be such a popular engine that it was later used to produce the B12 Coupé based on the 850i coupé.

ALPINA continued to develop their products and expand their company and by 1990 they employed around 120 people. The business was growing at such a pace that a new large administration and production facility was built within the confines of the factory site at Buchloe.

By the mid 1990s BMW introduced the E36 model 3 series, which was soon followed by ALPINA versions, first the B6 2.8 and shortly afterwards was succeeded at the Geneva motorshow by what would become the most successful ALPINA model in their 30 year history, the BMW ALPINA B3 3.0. In 1996 this too was replaced by the BMW ALPINA B3 3.2, which was based on the BMW 328i, had 265 bhp and was available in coupe, saloon, touring and cabriolet. The 3.2 also saw the introduction of the now trademark ALPINA Switchtronic gearbox, which in simple terms was a semi-automatic gearbox with gear selection available from the steering wheel. The switchtronic box featured steering wheel mounted gear selectors which was a first amongst production car manufacturers. This feature has since been copied by many other manufacturers. Alternatively the BMW ALPINA B3 3.2 was also available with a 6-speed gearbox, where the sixth gear contributed to greater savings in fuel economy.

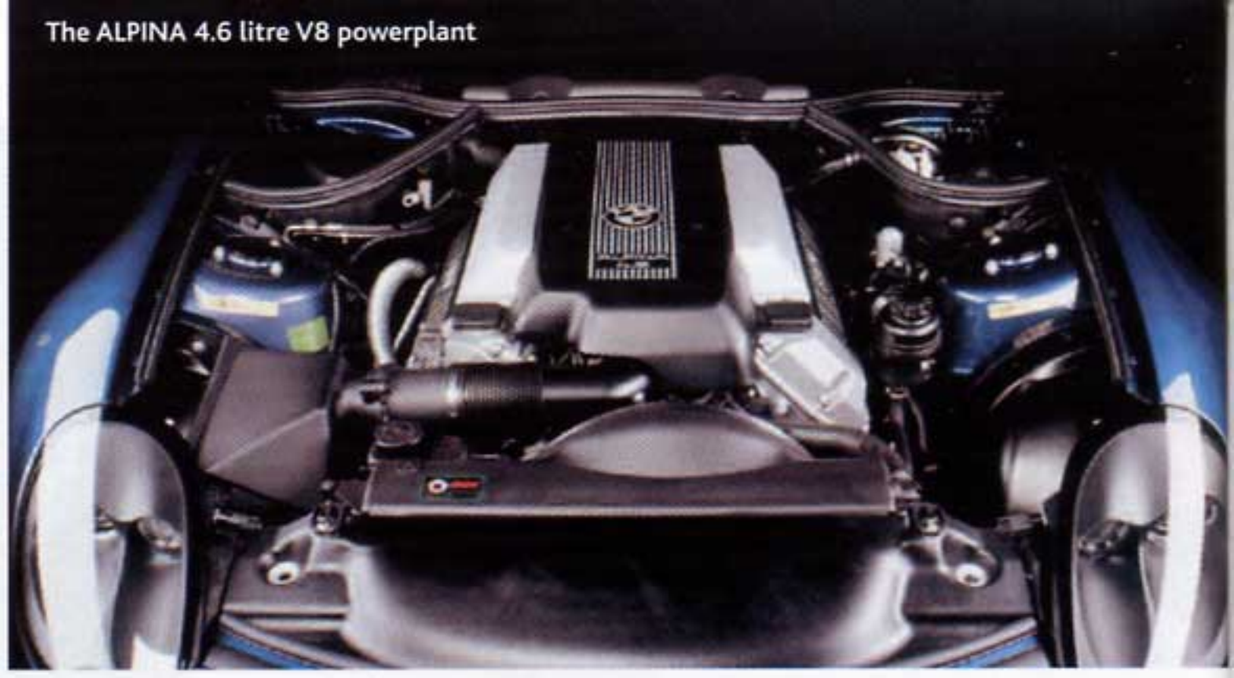
It was on the E36 models that subtle differences also started to appear in the styling from previous models. The trademark 20 spoke alloy wheels were still present, but in this their 3rd generation design, the valve was located behind the lockable centre cover plate and the wheels had a 'softline' rim edge.

The top of the E36 range, of models, was the BMW ALPINA B8 4.6 and like the B7 Turbo and Bi-Turbo before it, it was once again set to become one of the iconic ALPINA cars. The B8 4.6 was available in all four 3 series model variants; coupé, saloon, touring and cabriolet. The huge 4.6 litre lightweight V8 engine with 4 valves per cylinder, which would later appear in the very popular E39 B10 V8, was squeezed into the 3 series engine bay and mated to a 6 speed manual gearbox to create a sports car capable of serving all the needs of a family and yet churning out 470 Nm of torque and 333 PS. On one hand it was capable of driving at 30mph round a city, yet with very little effort the V8 is stirred and the power to cross-continents unleashed. The E38 7 series BMW ALPINA B12 5.7 e-kat was the peak of luxury within the ALPINA range in the mid 1990s. Many believed that the 750i on which it was based

The ALPINA B12 5.7 Coupé with it's carbon fibre louvered bonnet

In 1981 the BMW 318i ALPINA the first car to break the 100 mpg barrier

The ALPINA Roadster V8


The ALPINA 4.6 litre V8 powerplant

was already the best luxury car of the day. However the ALPINA developed engine was capable of speeds in excess of 280 Km/h (173 mph) and its 5.7 litre V12 engine produced 387 bhp making it the fastest luxury executive saloon car of its time. In addition to the vast power and comfort offered to owners of the B12, ALPINA also included the latest version of their Switchtronic semi automatic gearbox, which in D mode acted like a standard auto box. Yet when the gear-lever is knocked across to 'S' gear changes could be made via the steering wheel buttons, just as in today's F1 racing cars.

This system is similar to BMW's now widely known/accepted steptronic automatic gearbox, although the ALPINA system uses a torque convertor to lock the car in the selected gear meaning the 'automatic' up and down changes you would experience in most automatic engined cars are lessened and therefore the driver has a more manual like control of the gears when for example wanting to hold 2 gear through a corner and yet the flexibility of an automatic box when the driver is wanting to simply get from A to B.

The same 5.7 engine that appeared in the B12 saloon was also used to transform a very limited number of 850csi's into the fastest production car of all time when it was launched, the BMW ALPINA B12 5.7 Coupé capable of over 300 Km/h and featured 18" 20 spoke ALPINA alloy wheels and a complex carbon fibre bonnet with louvered air intakes. Yet despite being labelled as the fastest production car it was most certainly not the thirstiest production car. In fact when considering the capacity of the engine it was a relatively frugal engine and this is something Mr Bovensiepen as a fan saving fuel has been keen to keep in all his vehicles.

It harks back to the 1981 'Shell Kilometre Marathon' the fuel saving competition in which the BMW 318i ALPINA became the first car to break the 100 mpg record.

In 1999 ALPINA released a higher capacity improved version of the E38 based B12. The B12 6.0 E-kat was again powered by a V12, but this time the capacity was increased to 6.0 litres and the output was a staggering 424 bhp

When in 1995 BMW released the replacement to the E34, the E39 5 series, ALPINA had been developing a new B10 based on this new chassis and whilst there were no plans for any turbo models like the previous 5 series cars, what they had developed would prove to be several of the most popular and accessible ALPINA models ever built. Following in the same vein as the E34, ALPINA decided to release a 'semi skimmed' and a 'full-fat' version of the E39 ALPINA 5 series.

First there was the 6-cylinder based BMW ALPINA B10 3.2, which was later superseded by the BMW ALPINA B10 3.3 model. Based on the BMW 528i these models featured manual gearboxes, rack and pinion steering and the full compliment of ALPINA enhancements both mechanically and styling wise and despite being considered by some as the lesser of the two fives, they still contained enough power and torque to despatch even the V8 powered BMW 540i. The big brother to the 6-cylinder model though was the BMW ALPINA B10 V8 4.6. Based on the BMW 540 it utilized the V8 engine from the E36 BMW ALPINA B8 4.6. This time it was linked to the now well-respected Switchtronic clutchless gearbox. The on tap power was immense and this combination proved a worthy component to the later introduced E39 BMW M5, especially when in 2002 ALPINA revised the B10 V8 and replaced the 4.6 litre with a 4.8 litre, brakes too were upgraded to a custom package from Italian manufacturer Brembo. The ALPINA B10 V8s as it was known was a relatively limited production run with less than 200 being produced in both touring and saloon versions and only a handful of these cars ever made it to the UK in RHD format.

1999 saw the launch of the E46 shaped BMW ALPINA B3 3.3 which used the same engine, based on the 528i, as the B10 3.3. Again with all of the 3 series based models to date, it was available in coupe, saloon, touring and cabriolet and proved to be a strong alternative to the very popular E46 M3. The B3 3.3 was later replaced by the B3S which featured a 3.4 litre engine based on the 3.0 litre engine found in the likes of the E39 530i or the E46 330ci.

In 2002 ALPINA developed a limited production run of the BMW range topping Z8 Roadster. The BMW ALPINA Roadster V8 as it was known was the only time ALPINA have produced a car which had less power than the BMW model it was based on. Yet the M5 powered Z8 was fitted with the 4.8 B10 V8S engine and the BMW 6 speed manual gearbox was replaced with ALPINA's very own Switchtronic version. The reviews at the time said that the decrease in power didn't detract from the improvements made to the chassis and handling during the developments of the ALPINA team and that infact the Roadster V8 was a much better all round car than the standard BMW version. Only 555 were produced and 1 remains in the collection at Buchloe, out of necessity as much as choice. It was this car that kick started a demand for the brand in North America, and inline with the strict US emission laws, at least one model must be held back so it can be recalled for emission tests even after it has been on sale for several years.

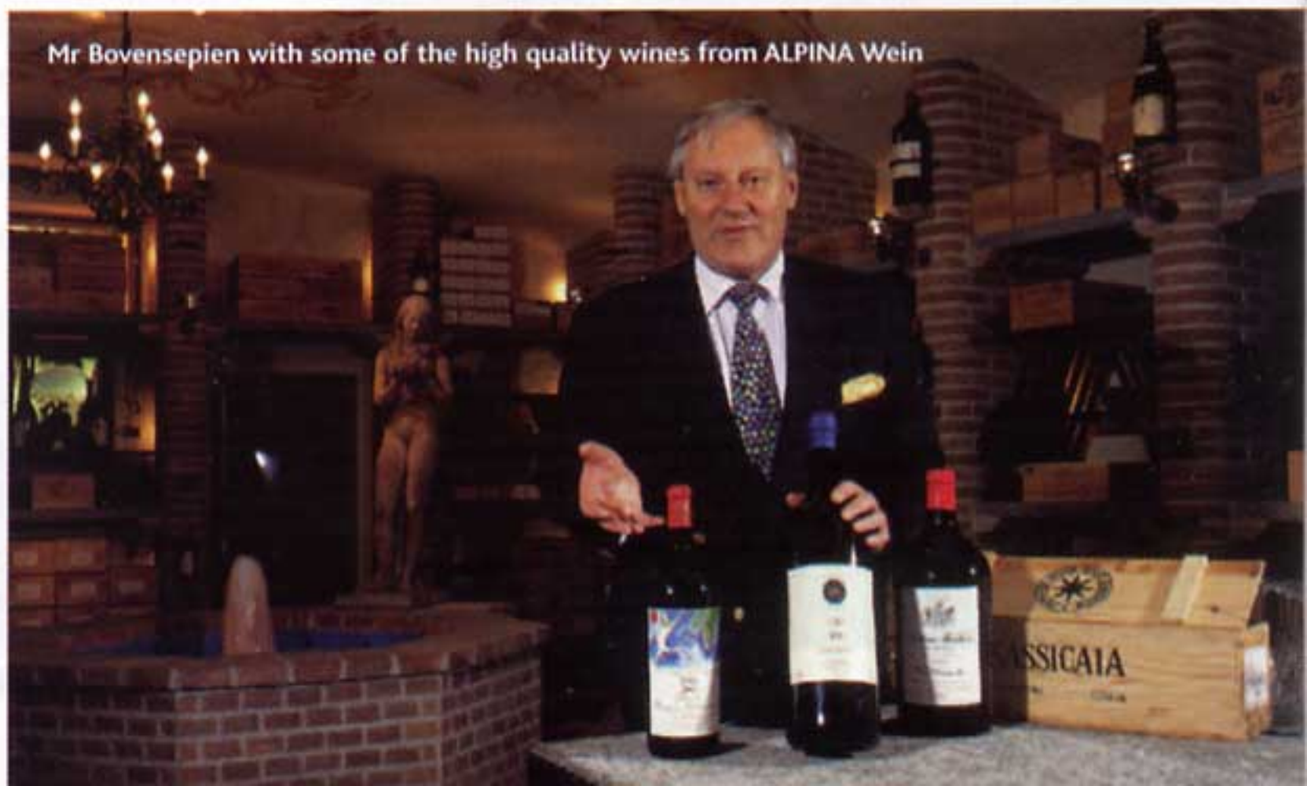
It was time again for BMW to be overwhelmed by the mechanics at ALPINA, when, following a previous discussion between the head of BMW and Mr Bovensiepen, ALPINA installed the V8 4.6 litre engine from the E36 B8 and the later E39 B10 V8 into an X5. The story goes that the BMW boss was so impressed with the car that he begged ALPINA to make 2000 engines a year so that they could sell this more powerful X5 into the US market where the 4.4 litre standard engine just wasn't enough.

Unfortunately this type of volume would have affected the production capacity of ALPINA and would have seen a down turn in the amount of complete cars it could build. For this reason ALPINA declined the offer to build the engines for BMW instead they opted to sell the rights to produce the engine to BMW, so they could launch the BMW X5 4.6is (after all ALPINA had already developed the 4.8 litre V8 to replace the 4.6 unit and in time the same thing would happen again when ALPINA sold the 4.8 version to BMW to create the face lifted BMW X5 4.8is) The current model line-up features the E85 Z4 Roadster S, and the awesome pair of E65 B7 and E60 B5 which will soon be joined by the E63 B6. In developing the 4.5L V8 engines for the B7 and B5, the ALPINA engineers once again looked at forced induction as they did with the early B7 turbo and later Bi-turbo models. This time however they have opted for a supercharger and the resulting power figures are very impressive. Top speeds are as high as the most exotic Italian sports cars and because of this ALPINA have had to work closely with Michelin to develop a tyre that can perform at such speeds. Yet as with the ALPINA range over the past 40 years, the cars of ALPINA have meant more than just out and out power and straight line speed. For this there are plenty of other BMW tuners or indeed there is BMW's own Motorsport division. ALPINA however are and always have been equally as much about the comfort and exclusivity as they have about the tuned and re-worked engines.

Today ALPINA is a brand that is continuing its growth in popularity with new emerging markets such as the wealthy Gulf States of the Middle East as well as the USA. The UK however, remains a very important country for ALPINA with around 200 cars being sold in RHD form every year. The range of new ALPINA cars, such as the B5 & B7, are sold exclusively by Sytner Group in Nottingham. For more details contact Ged Scanlon on 0115 934 1414

The ALPINA brand offers more than exclusive high quality automobiles. In 1978 Burkard Bovensiepen established ALPINA Wine, which concentrates on the ALPINA founder's other great interest in fine quality wines. It began by importing and distributing wines from Italy, but today it also offers vintages from France and Spain as well as new world wines from California, South America and South Africa.

Contributions & Thanks
ALPINA GmbH
Sytner Nottingham Limited


Mr Bovensepien with some of the high quality wines from ALPINA Wein