

ALPINA

FINE AUTOMOBILES FOR THE CONNOISSEUR
2005



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MANUFACTURER OF
EXCLUSIVE AUTOMOBILES

In 1989 ALPINA presented the BMW ALPINA B10 Bi-Turbo - In-line Six • 3430 cm³ • 355bhp (265 kW) - Acceleration 0 -100 km/h in 6.3 seconds, with a top speed of over 290km/h (180mph). It had a simple purpose: to fill its owner with the feeling that he'd never owned a car that conveyed more pleasure, safety and comfort

1989 • AUTOMOBILES FOR GOURMETS • 2005

ALPINA present the new BMW ALPINA B5 at the Geneva Salon, an automobile with 500 horsepower, maximum torque of 700 Newton metres and a top speed of 314km/h – the fastest production saloon in the world. Yet power isn't the sole defining characteristic of even this BMW ALPINA, an automobile which enriches Buchloe's gourmet offering in both Touring and Saloon form

In the end, the key isn't absolute horsepower, but the manner in which this performance unfolds. In this point, the youngest member of the ALPINA family takes a position at the head of the class – just as its predecessors in ALPINA history. The legendary B10 Bi-Turbo, for example, is a car that enjoys cult status today

B10 Bi-TURBO



The name ALPINA is closely linked to exclusive automobiles, excellent wines, and the gourmet's lifestyle. In order to meet the needs of even our most demanding customers, we offer for some models the opportunity to shape the interior of your BMW ALPINA according to your own personal taste – so that it may be hand-crafted by masters at our establishment



You are the composer and creative designer of your own BMW ALPINA. You decide on shape, colour, and finishing of the smallest detail in your car, from a leather instrument panel, to an individual seat arrangement, to a colour-matching floor mat. Colours are probably the most distinctive characteristic in your automobile. By selecting *your* colours and colour combinations you may express your individuality. Apart from the exclusive exterior paint ALPINA Blue, ALPINA offer all exterior and interior colours available at BMW. Even extravagant wishes of colour can be realised, inasmuch as the required paint quality for an automobile in this class is maintained



Since 1993, ALPINA has offered the ideal solution for making driving with an automatic transmission more dynamic. SWITCH-TRONIC gives one the ability to shift gears manually at the wheel, much as in Formula1 racing

ALPINA SWITCH-TRONIC

AUTOMATIC MODE

The drive programme is calibrated to make the most of the engine's torque and power curves, and is designed to ease the driver's burden, especially in city driving:

- early or late up-shifts based on the gas pedal's position
- no 'running-up' of revs due to an overly-stiff torque converter
- no nervous up- and down-shifts
- sporty driving even without using Kick-Down
- optimal acceleration with uninterrupted power delivery

SWITCH-TRONIC MODE

SWITCH-TRONIC provides the ability to choose one's gear when overtaking, or to profit from compression braking when descending mountain passes:

- manual gear changes using ergonomically-integrated shift buttons on the back side of the steering wheel: up-shift on the right, down-shift on the left – much as in Formula racing
- self-induced up-shifts at the rev limiter, and independent down-shifts when rolling to rest
- over-revving of the engine impossible
- for safety reasons, Kick-Down always has priority

ALPINA SWITCH-TRONIC affords one the ultimate in automatic transmission driving, something our clients have enjoyed for years and would no longer want to do without



DIMENSIONS		MANUAL GEARBOX	SWITCH-TRONIC
Length	mm	4478	4478
Width	mm	1739	1739
Height (unladen)	mm	1389	1389
Wheelbase	mm	2725	2725
Front track	mm	1471	1471
Rear track	mm	1481	1481
Luggage capacity	l	435-1345	435-1345
Fuel tank	l	63	63

WEIGHTS		MANUAL GEARBOX	SWITCH-TRONIC
Weight, unladen (DIN)	kg	1525	1555
Max. weight permitted	kg	2065	2095
Payload	kg	540	540
Max. axle load front	kg	920	920
Max. axle load rear	kg	1200	1200
Max. trailer load permitted, braked	kg	1700	1700
Max. trailer load permitted, unbraked	kg	730	730

THE B3 S TOURING

ENGINE			
Cylinder		6 in-line	6 in-line
Capacity	cm ³	3346	3346
Bore	mm	87.0	87.0
Stroke	mm	93.8	93.8
Compression ratio	: 1	10.2	10.2
Max. power	kW/bhp	224/305	224/305
at	rpm	6300	6300
Max. torque	Nm	362	362
at	rpm	4800	4800
Engine management		Siemens DME MS 43	Siemens DME MS 43
Fuel		Super plus	Super plus
Emission classification		Euro 3	Euro 3

WHEELS & TYRES

Weight-optimised light alloy wheels, spoke design with concealed tyre valves behind lockable light alloy hub caps

	front	8 x 18"	8 x 18"
	rear	9 x 18"	9 x 18"
Tyres MICHELIN Pilot	front	225/40 ZR 18	225/40 ZR 18
	rear	255/35 ZR 18	255/35 ZR 18

TRANSMISSION			
Gearbox		Manual gearbox GETRAG type 226	Automatic ZF 5HP19 SWITCH-TRONIC
Gearbox ratios	1 st gear	4.23	3.67
	2 nd gear	2.51	2.00
	3 rd gear	1.67	1.41
	4 th gear	1.23	1.00
	5 th gear	1.00	0.74
	6 th gear	0.83	---
	rev.	3.75	4.10
Axle drive ratio	:1	3.15	3.64

PERFORMANCE

Acceleration 0-100 km/h	s	5.8	6.6
Standing start kilometre	s	25.4	26.6
Top speed	km/h	266	261

FUEL CONSUMPTION

Urban	l/100 km	16.4	18.2
Extra-urban	l/100 km	8.0	8.1
Mixed	l/100 km	11.1	11.8
CO ₂ Emissions	g/km	266	283



DIMENSIONS		MANUAL GEARBOX	SWITCH-TRONIC
Length	mm	4488	4488
Width	mm	1757	1757
Height (unladen)	mm	1367	1367
Wheelbase	mm	2725	2725
Front track	mm	1471	1471
Rear track	mm	1481	1481
Luggage capacity	l	410	410
Fuel tank	l	63	63

WEIGHTS		MANUAL GEARBOX	SWITCH-TRONIC
Weight, unladen (DIN)	kg	1450	1480
Max. weight permitted	kg	1950	1980
Payload	kg	500	500
Max. axle load front	kg	940	940
Max. axle load rear	kg	1080	1080
Max. trailer load permitted, braked	kg	1700	1700
Max. trailer load permitted, unbraked	kg	730	730

THE B3 S COUPÉ

ENGINE			
Cylinder		6 in-line	6 in-line
Capacity	cm ³	3346	3346
Bore	mm	87.0	87.0
Stroke	mm	93.8	93.8
Compression ratio	: 1	10.2	10.2
Max. power	kW/bhp	224/305	224/305
at	rpm	6300	6300
Max. torque	Nm	362	362
at	rpm	4800	4800
Engine management		Siemens DME MS 43	Siemens DME MS 43
Fuel		Super plus	Super plus
Emission classification		Euro 3	Euro 3

TRANSMISSION			
Gearbox		Manual gearbox GETRAG type 226	Automatic ZF 5HP 19 SWITCH-TRONIC
Gearbox ratios	1 st gear	4.23	3.67
	2 nd gear	2.51	2.00
	3 rd gear	1.67	1.41
	4 th gear	1.23	1.00
	5 th gear	1.00	0.74
	6 th gear	0.83	---
	rev.	3.75	4.10
Axle drive ratio	:1	3.15	3.64

PERFORMANCE			
Acceleration 0-100 km/h	s	5.4	6.3
Standing start kilometre	s	24.9	25.9
Top speed	km/h	271	266

FUEL CONSUMPTION			
Urban	l/100 km	16.2	17.9
Extra-urban	l/100 km	7.9	7.9
Mixed	l/100 km	10.9	11.6
CO ₂ Emissions	g/km	261	278

WHEELS & TYRES			
Weight-optimised light alloy wheels, spoke design with concealed tyre valves behind lockable light alloy hub caps			
	front	8 x 18"	8 x 18"
	rear	9 x 18"	9 x 18"
Tyres MICHELIN Pilot	front	225/40 ZR 18	225/40 ZR 18
	rear	255/35 ZR 18	255/35 ZR 18



DIMENSIONS		MANUAL GEARBOX	SWITCH-TRONIC
Length	mm	4488	4488
Width	mm	1757	1757
Height (unladen)	mm	1352	1352
Wheelbase	mm	2725	2725
Front track	mm	1471	1471
Rear track	mm	1481	1481
Luggage capacity	l	260-300	260-300
Fuel tank	l	63	63

WEIGHTS		MANUAL GEARBOX	SWITCH-TRONIC
Weight, unladen (DIN)	kg	1620	1645
Max. weight permitted	kg	2040	2065
Payload	kg	420	420
Max. axle load front	kg	960	960
Max. axle load rear	kg	1140	1140
Max. trailer load permitted, braked	kg	1600	1600
Max. trailer load permitted, unbraked	kg	720	720

THE B3 S CABRIO

ENGINE			
Cylinder		6 in-line	6 in-line
Capacity	cm ³	3346	3346
Bore	mm	87.0	87.0
Stroke	mm	93.8	93.8
Compression ratio	: 1	10.2	10.2
Max. power	kW/bhp	224/305	224/305
at	rpm	6300	6300
Max. torque	Nm	362	362
at	rpm	4800	4800
Engine management		Siemens DME MS 43	Siemens DME MS 43
Fuel		Super plus	Super plus
Emission classification		Euro 3	Euro 3

TRANSMISSION			
Gear		Manual gearbox GETRAG type 226	Automatic ZF 5HP 19 SWITCH-TRONIC
Gearbox ratios	1 st gear	4.23	3.67
	2 nd gear	2.51	2.00
	3 rd gear	1.67	1.41
	4 th gear	1.23	1.00
	5 th gear	1.00	0.74
	6 th gear	0.83	---
	rev.	3.75	4.10
Axle drive ratio	:1	3.15	3.64

PERFORMANCE			
Acceleration 0-100 km/h	s	5.8	6.6
Standing start kilometre	s	25.6	26.7
Top speed	km/h	264	259

FUEL CONSUMPTION			
Urban	l/100 km	16.7	18.2
Extra-urban	l/100 km	8.0	8.1
Mixed	l/100 km	11.2	11.8
CO ₂ Emissions	g/km	268	283

WHEELS & TYRES			
Weight-optimised light alloy wheels, spoke design with concealed tyre valves behind lockable light alloy hub caps			
	front	8 x 18"	8 x 18"
	rear	9 x 18"	9 x 18"
Tyres MICHELIN Pilot	front	225/40 ZR 18	225/40 ZR 18
	rear	255/35 ZR 18	255/35 ZR 18



DIMENSIONS		MANUAL GEARBOX
Length	mm	4091
Width	mm	1781
Height (unladen)	mm	1295
Wheelbase	mm	2495
Front track	mm	1473
Rear track	mm	1521
Luggage capacity	l	240 - 260
Fuel tank	l	55

WEIGHTS		MANUAL GEARBOX
Weight, unladen (DIN)	kg	1320
Max. weight permitted	kg	1620
Payload	kg	300
Max. axle load front	kg	820
Max. axle load rear	kg	860
Max. trailer load permitted, braked	kg	–
Max. trailer load permitted, unbraked	kg	–

THE ROADSTER S

ENGINE		
Cylinder		6 in-line
Capacity	cm ³	3346
Bore	mm	87.0
Stroke	mm	93.8
Compression ratio	: 1	10.2
Max. power	kW/bhp	221/300
at	rpm	6300
Max. torque	Nm	362
at	rpm	4800
Engine management		Siemens DME MS 43
Fuel		Super plus
Emission classification		Euro 3

TRANSMISSION			
Gearbox			Manual gearbox ZF S6-37
Gearbox ratios	1 st gear		4.35
	2 nd gear		2.50
	3 rd gear		1.67
	4 th gear		1.23
	5 th gear		1.00
	6 th gear		0.85
	rev.		3.93
Axle drive ratio	:1		3.23

PERFORMANCE			
Acceleration 0-100 km/h	s		5.3
Standing start kilometre	s		24.6
Top speed	km/h		265
with hardtop	km/h		270

FUEL CONSUMPTION			
Urban	l/100 km		15.2
Extra-urban	l/100 km		6.9
Mixed	l/100 km		9.9
CO ₂ Emissions	g/km		238

WHEELS & TYRES		
Weight-optimised light alloy wheels ALPINA DYNAMIC		
5 x 4 spoke design		
optional 18" ALPINA wheels in CLASSIC design		
	front	8.5 x 19"
	rear	9.5 x 19"
Tyres MICHELIN Pilot	front	235/35 R19 91Y
	rear	265/30 R19 93Y



DIMENSIONS		SWITCH-TRONIC
Length	mm	4841
Width	mm	1846
Height (unladen)	mm	1468
Wheelbase	mm	2888
Front track	mm	1562
Rear track	mm	1574
Luggage capacity	l	520
Fuel tank	l	70

WEIGHTS		SWITCH-TRONIC
Weight, unladen (DIN)	kg	1720
Max. weight permitted	kg	2260
Payload	kg	540
Max. axle load front	kg	1100
Max. axle load front	kg	1240
Max. trailer load permitted, braked	kg	2000
Max. trailer load permitted, unbraked	kg	750

THE B5 SALOON

ENGINE – SUPERCHARGED		
Cylinder		V8 90°
Capacity	cm ³	4398
Bore	mm	92
Stroke	mm	82.7
Compression ratio	: 1	9.0
Max. power	kW/bhp	368/500
at	rpm	5500
Max. torque	Nm	700
at	rpm	4250
Engine management		Bosch Motronic ME 9.2.1
Fuel		Super plus
Emission classification		Euro 4

TRANSMISSION		
Gearbox		Automatic ZF 6HP26 SWITCH-TRONIC
Gearbox ratios	1 st gear	4.17
	2 nd gear	2.34
	3 rd gear	1.52
	4 th gear	1.14
	5 th gear	0.87
	6 th gear	0.69
	rev	3.40
Axle drive ratio	:1	3.38

PERFORMANCE		
Acceleration 0-100 km/h	s	4.7
Standing start kilometre	s	—
Top speed	km/h	314

FUEL CONSUMPTION		
Urban	l/100 km	18.6
Extra-urban	l/100 km	8.7
Mixed	l/100 km	12.3
CO ₂ Emissions	g/km	294

WHEELS & TYRES		
Weight-optimised light alloy wheels, spoke design with concealed tyre valves behind lockable light alloy hub caps		
	front	8.5 x 19"
	rear	9.5 x 19"
Tyres MICHELIN Pilot Sport 2	front	245/40 ZR 19
	rear	275/35 ZR 19



DIMENSIONS		SWITCH-TRONIC
Length	mm	4843
Width	mm	1846
Height (unladen)	mm	1491
Wheelbase	mm	2886
Front track	mm	1562
Rear track	mm	1573
Luggage capacity	l	520
Fuel tank	l	70

WEIGHTS		SWITCH-TRONIC
Weight, unladen (DIN)	kg	1810
Max. weight permitted	kg	2350
Payload	kg	540
Max. axle load front	kg	1100
Max. axle load front	kg	1320
Max. trailer load permitted, braked	kg	2000
Max. trailer load permitted, unbraked	kg	750

THE B5 TOURING

ENGINE – SUPERCHARGED		
Cylinder		V8 90°
Capacity	cm ³	4398
Bore	mm	92
Stroke	mm	82.7
Compression ratio	: 1	9.0
Max. power	kW/bhp	368/500
at	rpm	5500
Max. torque	Nm	700
at	rpm	4250
Engine management		Bosch Motronic ME 9.2.1
Fuel		Super plus
Emission classification		Euro 4

TRANSMISSION		
Gearbox		Automatic ZF 6HP26 SWITCH-TRONIC
Gearbox ratios	1 st gear	4.17
	2 nd gear	2.34
	3 rd gear	1.52
	4 th gear	1.14
	5 th gear	0.87
	6 th gear	0.69
	rev	3.40
Axle drive ratio	:1	3.38

PERFORMANCE		
Acceleration 0-100 km/h	s	4.9
Standing start kilometre	s	—
Top speed	km/h	300

FUEL CONSUMPTION		
Urban	l/100 km	18.7
Extra-urban	l/100 km	8.8
Mixed	l/100 km	12.4
CO ₂ Emissions	g/km	296

WHEELS & TYRES		
	front	8.5 x 19"
	rear	9.5 x 19"
Tyres MICHELIN Pilot Sport 2	front	245/40 ZR 19
	rear	275/35 ZR 19



DIMENSIONS	Data for Long Wheelbase in ()	SWITCH-TRONIC
Length	mm	5039 (5179)
Width	mm	1902
Height (unladen)	mm	1477
Wheelbase	mm	2990 (3128)
Front track	mm	1580
Rear track	mm	1580
Luggage capacity	l	500
Fuel tank	l	88

WEIGHTS	Data for Long Wheelbase in ()	SWITCH-TRONIC
Weight, unladen (DIN)	kg	1960 (2000)
Max. weight permitted	kg	2510 (2550)
Payload	kg	550
Max. axle load front	kg	1200
Max. axle load front	kg	1320 (1360)
Max. trailer load permitted, braked	kg	2100
Max. trailer load permitted, unbraked	kg	750

THE B7

ENGINE – SUPERCHARGED		
Cylinder		V8 90°
Capacity	cm ³	4398
Bore	mm	92
Stroke	mm	82.7
Compression ratio	: 1	9.0
Max. power	kW/bhp	368/500
at	rpm	5500
Max. torque	Nm	700
at	rpm	4250
Engine management		Bosch Motronic ME 9.2.1
Fuel		Super plus
Emission classification		Euro 4

TRANSMISSION			
Gearbox			Automatic ZF 6HP26 SWITCH-TRONIC
Gearbox ratios	1 st gear		4.17
	2 nd gear		2.34
	3 rd gear		1.52
	4 th gear		1.14
	5 th gear		0.87
	6 th gear		0.69
	rev		3.40
Axle drive ratio	:1		3.64

PERFORMANCE			
Acceleration 0-100 km/h	s	4.9	(5.1)
Standing start kilometre	s	22.9	(23.1)
Top speed	km/h	300	

FUEL CONSUMPTION			
Urban	l/100 km	18.9	(19.0)
Extra-urban	l/100 km	9.3	(9.4)
Mixed	l/100 km	12.8	(12.9)
CO ₂ Emissions	g/km	306	(309)

WHEELS & TYRES		
Weight-optimised light alloy wheels, spoke design with concealed tyre valves behind lockable light alloy hub caps		
	front	9 x 21"
	rear	10.5 x 21"
Tyres MICHELIN Pilot Sport 2	front	245/35 ZR 21
	rear	285/30 ZR 21



BMW ALPINA STANDARD EQUIPMENT	B3S TOURING	B3 S COUPE	B3 S CABRIO	ROADSTER S
Load compartment roller cover	O			
Additional storage pockets				O
Airbag for driver and front passenger	O	O	O	O
Armrest front	O	O	O	
Exterior mirrors in body colour, aspherical, electrically adjustable	O	O	O	O
External temperature display	O	O	O	O
White direction indicator lights		O	O	
On-board computer	O	O	O	O
Car/Key Memory	O	O	O	
Cornering Brake Control (CBC)	O	O	O	O
Deco-Set gold or silver – on request	O	O	O	O
Dynamic Stability Control (DSC III)	O	O	O	O
Luxury wood 'Myrtle'	O	O	O	
Luxury wood ALPINA 'Elm'	X	X	X	
Electric window lifts	O	O	O	O
2/3 - 1/3 split-folding rear seat bench	O	O		
Front spoiler with integrated ALPINA badge	O	O	O	O
Cruise control	X	X	X	O
Hardtop preparation			O	O
Rear spoiler		O	O	O
Interior with high quality ALPINA upholstery (anthracite cloth with fine asymmetric blue/green stripes)	O	O	O	
Automatic interior light	O	O	O	O
Automatic air conditioning	O	O	O	O
Head airbag for driver and front passenger	O	O		
Rear head restraints	O	O	O	
Leather upholstery	X	X	X	O
Hand-sewn leather-rimmed steering wheel	O	O	O	O
Metallic paintwork in standard BMW colours	X	X	X	O
Rear central armrest	O	O		
Radio BMW Business	X	X	X	O Business CD
Rain sensor and automatic headlight control	X	X	X	O
Flat Tyre Indicator		O	O	
Shift-lever/automatic selector lever: luxury wood	O	O	O	
Side airbag for driver and front passenger	O	O	O	O
Seat heating for driver and front passenger	X	X	X	O
Electric seat adjustment, driver and passenger, with memory for driver's seat	X	O	O	O
Sport seats	O	O	O	O
Velour floor mats in ALPINA design	O	O	O	O
Soft top operation, fully automatic			O	O
Silver-plated ALPINA production plaque	O	O	O	O
Wind deflector with ALPINA Logo			X	O
Central-locking with radio remote control	O	O	O	O

O = standard X = additional charge

BMW ALPINA STANDARD EQUIPMENT	B5	B5 TOURING	B7	B7 LONG WHEELBASE
Alarm system	O	O	O	O
Automatic boot lid operation		X	X	O
White direction indicator lights	O	O	O	O
CD changer	X	X	O	O
Deco-Set gold or silver – on request	O	O	O	O
Luxury wood ALPINA 'Myrtle'	O	O	O	O
Glass roof, electric with sliding and vent function	X		O	O
Windscreen with green shade band	X	X	O	O
Rear spoiler	O		O	O
HiFi Loudspeaker system	O	O	O	O
Interior and exterior mirrors with automatic anti-dazzle function	O	O	O	O
Automatic air conditioning	O	O	O	O
Climate comfort windscreen			O	O
Steering wheel - SWITCH-TRONIC three-spoke, sport, leather, hand-sewn, in ALPINA design, with multi-function	O	O	O	O
Lumbar support for driver and passenger	X	X	O	O
Metallic paintwork in standard BMW colours	O	O	O	O
Navigation system Professional	O	O	O	O
Self-levelling pneumatic rear suspension (B7 short wheelbase only when combined with 'Adaptive Drive')			X	O
Park Distance Control (PDC)	O	O	O	O
Upholstery - leather interior Pearl in ALPINA design (only when combined with 481 sport seats)			O	
Upholstery - leather interior Nasca in ALPINA design (only when combined with 456 comfort seats)			X	O
Upholstery - leather interior Dakota in ALPINA design	O	O		
Radio BMW Professional with CD player	O	O	O	O
Rain sensor and automatic headlight control	O	O	O	O
Flat Tyre Indicator	O	O	O	O
Headlight washer system	O	O	O	O
High Gloss Shadow Line Exterior Trim	X	X	O	O
Seats - sports seats for driver and front passenger	O	O	O	
Seats - comfort seats front, electric with memory for driver's seat	X	X	X	O
Seat heating for driver and front passenger	O	O	O	O
Seat heating at the rear	X	X	X	O
Seat adjustment, electric with memory function	O	O	O	O
Sunblind for rear window, electric	X		O	
Sunblinds for rear window and rear side windows, electric			X	O
Voice control system	O	O	O	O
Telephone - Car telephone Professional			O	O
Silver-plated ALPINA production plaque	O	O	O	O
Velour floor mats, in ALPINA design	O	O	O	O
Xenon headlights	O	O	O	O

O = standard X = additional charge

MILESTONES...



1961

Burkard Bovensiepen starts his automotive activities at his father's, Dr. Rudolf Bovensiepen, ALPINA office machine factory. First step, the development of a Weber dual carburettor for the new BMW 1500



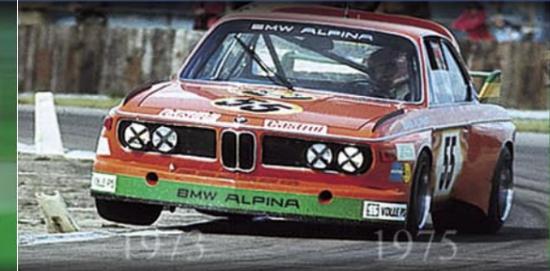
1968

ALPINA engages in saloon car racing, marking the beginning of an unprecedented string of successes. Drivers Derek Bell, Harald Ertl, James Hunt, Jacky Ickx, Niki Lauda, Brian Muir, and Hans Stuck appear on ALPINA's salary list



1973

Derek Bell, Harald Ertl, Niki Lauda, and Brian Muir claim the title at the saloon car European Cup for BMW and ALPINA. Niki Lauda sets up a new saloon car record with the BMW ALPINA lightweight coupé at the 6-hour-race of the Nürburgring



1977

Dieter Quester, after exciting battles with the Jaguar coupés who are favourites on paper, is crowned saloon car champion in his BMW ALPINA 3.5 CSL. At the conclusion of this successful season, ALPINA retires from racing for ten years so



the BMW ALPINA B7 Turbo Coupé establishes itself among the most powerful sports coupés. All engines of this new ALPINA generation feature a fully electronic computer-ignition representing a novelty in automotive technology



1964

Engines with ALPINA dual carburettor devices produced by the young business and engineering student in his father's factory find broad acceptance not only in the press; BMW and its legendary Paul G. Hahnemann, too, confirm the high quality of ALPINA products. BMW vehicles with ALPINA engineering maintain the entire company warranty

1970

ALPINA wins the saloon car European Cup, the long-distance classic 24-hour race at Spa-Francorchamps, as well as all German championships

1965

Foundation of Burkard Bovensiepen KG on January 1st in Kaufbeuren with eight employees

1971

ALPINA convinces BMW of the necessity of a BMW 3.0 CS lightweight version with the objective to stay competitive in the saloon car sport. BMW, as a result, appoints ALPINA as project leader for the lightweight coupé 3.0 CSL. ALPINA's participation in this sports car – officially offered by BMW – is reflected by the 20-spoke wheels in classic ALPINA design

1967

The name ALPINA gains reputation with the unmistakable, newly developed logo featuring brand name and stamp of quality

The oil crisis shakes the automotive industry. ALPINA survives this difficult time without redundancies. This is attributable not only to the company's good reputation, but also to its flexible reaction to market conditions and the employees' close attachment to their company. ALPINA develops regular-grade engines that are economical and powerful at the same time

1978

ALPINA presents three complete in-house developments at a widely reported presentation at Lake Garda. The BMW ALPINA B6 2.8 is a 3-series BMW with a six-cylinder engine – and that at a time when the BMW base model comes in form of a four-cylinder engine only. This engine size in a comparably compact car means a wholly new dimension of driving comfort. The BMW ALPINA B7 Turbo based on the BMW 5-series is the world's fastest saloon. With maximum power output of 300 bhp,

1975

ALPINA builds up a German dealer organisation with selected BMW partners. Foreign branches open concurrently in Switzerland and Great Britain

1979

Burkard Bovensiepen establishes a new and, as we know today, highly successful business unit with ALPINA wine imports. In an impressively short amount of time, virtually the entire German top-notch gastronomy can be gained as a customer as well as many wine lovers

1981

The German automobile magazine auto motor und sport organises the 'Shell-Kilometre Marathon', a fuel-saving-competition. The 3-litre car had not yet been in discussion, but: a BMW 318i ALPINA claims the victory in its class with a consumption of 2.672 litres per 100 kilometres

ALPINA



1983

ALPINA is officially registered as automobile manufacturer at the German Federal Motor Vehicle Registration Agency

1985

ALPINA adjusts its entire product programme to catalyst engines. Special attention has to be paid to the fact that instead of the generally used catalysts with

aspects of racing cars: for the first time ever, the metal catalyst is deployed in the BMW ALPINA M3 Group A and later becomes part of all German saloon car racing vehicles

1988

Due to capacity shortages, priorities have to be set. The decision is made in favour

1992

As the first automobile manufacturer ALPINA realises an electronic clutch management system called ALPINA SHIFT-TRONIC. Renouncing of the clutch appears easy in view of the new dynamism of driving with a six-speed gearbox

duction. This joint project with BMW and EMITEC represents a completely new emission control technology which undercuts emission levels valid since 1996 with regard to HC, NO_x and CO by more than 80%, respectively

successful – 450 ROADSTER V8s will have been delivered by the end of 2003. The balance of 105 units remain in Europe and Japan, sure to warm the hearts of collectors amongst automobile fans

1987

The international German saloon car championship takes much public interest in a new regulation shaped substantially by Burkard Bovensiepen. Ellen Lohr, Andy Bovensiepen, Fabian Giroix, Peter Oberndorfer, and Christian Danner are victorious several times in an extremely competitive field with the BMW ALPINA M3 Group A. ALPINA also does some major pioneering work regarding ecological

of development and production of new BMW ALPINA automobiles. As a result, ALPINA retires from the racing sport by the end of the year

1989

ALPINA creates a highlight in presenting the BMW ALPINA B10 Bi-Turbo. Paul Frère, well-known journalist and racing driver writes in Road & Track about this automobile: "For me this is **the** car ... I think this is the best 4-door in the world"

1990

ALPINA expands. The number of employees has meanwhile increased to 120, resulting in the construction of a new, generous building for administration and production

1993

ALPINA SWITCH-TRONIC opens up a new, more sporting dimension of automatic driving. With the possibility of actively selecting gears in an automatic gearbox, ALPINA manages to convince many enthusiastic manual shift drivers of the merits associated with this modern automatic system. One of SWITCH-TRONIC's special features is that gears can be changed much like in Formula 1 semi-automatic gearboxes with buttons integrated in the reverse side of the steering wheel

1999

A new era begins: With the BMW ALPINA D10 BITURBO, ALPINA presents a Diesel automobile for the first time in its 35 year-old history at the Geneva Motorshow. The development of this Superdiesel – the world's most powerful Diesel saloon – is a joint project by BMW and ALPINA

2004

ALPINA realise an engine in the new BMW ALPINA B7 charged by a mechanically-driven radial compressor. The news here is the first-time combination of VALVETRONIC and super-charging, with quite a positive impact on fuel economy

1995

ALPINA introduces the SUPERCAT – an electrically heated metal catalyst – in the BMW ALPINA B12 5.7 E-KAT as the first automobile manufacturer in series pro-

2002

ALPINA produces the Limited Edition BMW ALPINA ROADSTER V8 for friends of luxurious and comfortable top-down motoring, with a world-wide production of just 555. ALPINA officially enters the North American market for the first time with this exclusive model and is immediately

ALPINA IMPORTERS

 Belgium



Brussels

 Great Britain



Nottingham

 Italy

Milano



 Japan



Tokyo

 Luxembourg



Mersch

 Netherlands



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Peter Ihde

ALPINA RECYCLING

Your BMW ALPINA is part of an all-embracing recycling concept. Recycling demands are already considered early in the development process of a BMW ALPINA. An example of this is in the selection of materials – they are chosen, such that they are environmentally friendly and easily recyclable, using a minimum of resources to do so. Every BMW ALPINA is built such that it is easily and cost-effectively able to be recycled after the end of its useable life span. All this occurs in close co-operation between BMW and ALPINA. BMW Group have built a European-wide redemption and recycling infrastructure, and require high quality and environmental standards. For return of your automobile for the purposes of recycling, please contact your BMW ALPINA partner. They are ready to help. For further information about recycling firms and redemption locations, please see www.bmw.de.

The models in this brochure show the specification for the German market (LHD version). In part, they include optional equipment and accessories not fitted as standard. For precise information on model features and equipment, please contact your ALPINA dealer or importer. Subject to change in design and equipment. March 2005

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