

ALPINA MODEL HISTORY

ALPINA B7 TURBO(e-12)

You are looking at the world's fastest 4-door car when it was introduced at the IAA 1978. It's still very fast by today's standards. The 3,0 litre turbocharged engine may not be as powerful as the engine behind it on the picture but 300 bhp satisfies most needs concerning power. At first the car was called 530 Turbo but Alpina soon changed the name to B7 Turbo. Between December 1978 and February 1982 a total of 149 cars were made.

Engine/Gearbox

The engine is based on BMW's 3,0 litre six. But it's not much left of the standard engine. Alpina have fitted a KKK(Kühnle, Kopp und Kausch)27 turbocharger with a maximum boost of 0,85 bar. But the boost is variable between 0,55 bar and 0,85 bar, which means, in terms of power, between 250 bhp and 300 bhp. They have also fitted a intercooler, which is located behind the right pair of headlamps. A new injection-system, made by Zentih-Pierburg-DL, a new Dr. Hartig ignition system, lower-compression forged pistons and new valves are also fitted. The power is up to 300 bhp and the torque has increased to 462 Nm. To handle the greater power Alpina have fitted a 5-speed Getrag gearbox.

Suspension/Brakes/Wheels

The suspension is uprated with Bilstein spring units, progressive springs, and adjustable stabilizers. The original brakes are replaced by new, bigger discs, ventilated all-around. The Alpina alloys are 16in high with 205/55 tires at front and 225/50 at rear.

Interior/Exterior

Inside, the seats are replaced by deeply-contoured items, which is manufactured to Alpina's specifications by Scheel. All instruments have been replaced with special Alpina gagues, which have red needles. There are also gauges for turbo boost level, oil pressure and oil temperature. Other changes are leather covered steering-wheel, the shift knob, a left foot dead pedal and the Alpina variable boost control located between the front seats. The visual changes are not many. The B7 had Alpina's striping, but that was a no-cost option, front and rear spoilers and, of course, Alpina wheels. The B7 is also little lower than a standard 5-series, due to the revised suspension.

Performance

As I said before, the B7 Turbo is a very fast car, even by today's standards. In Auto Motor und Sport's test, the B7 accelerated from 0-100 km/h in 6,1 seconds, 0-160 km/h in 13,8, 0-200 km/h in 23,6 and had a top speed of 250 km/h. Even a BMW M5 3,8 will have problems to outrun it.

ALPINA B7S TURBO(e-12)

The B7 Turbo was the fastest 4-door car in the world until Alpina introduced this car, the B7S Turbo. The B7S was a limited-edition series, only 60 cars were built between November 1981 and May 1982. So if you have one of these, keep it.

Engine/Gearbox

This time Alpina used BMW's 3,5 litre engine instead of the 3,0 litre unit as in the "ordinary" B7 Turbo. Alpina have made the same changes to the 3,5 litre engine as to the 3,0 litre. But there are some differences. The KKK K27 turbocharger now has a maximum boost of 0,9 bar. A new ignition-system is fitted made by AFT. The B7S produces 330 bhp and has a maximum torque of 500 Nm, the same as in the new BMW M5. The Getrag gearbox is replaced by a ZF five-speeder, which they had developed for the BMW 745i.

Suspension/Brakes/Wheels

The B7S have Bilstein gas-pressure spring units and progressive springs at front and Bilstein gas-pressure shocks and height-adjustable progressive springs at rear. It also have adjustable stabilizers at both front and rear. The brakes are the same as in the B7 Turbo with ventilated discs all-around. The alloys are 16in high with 205/55 tires at front and 225/50 at rear.

Interior/Exterior

Inside, the B7S have all the features a B7 have plus some more like black sunvisors and ceiling. From outside, the B7S is distinguished by their beautiful blue colour which is called "Dunkelsaphirblau metallic" with Alpina deco-set in gold. Other changes are black door-handles and B-post.

Performance

Look out BMW M-, Mercedes AMG- and Porsche owners. Alpina claims a 0-100 km/h time of 5,9 seconds and a top speed of 260 km/h. But according to Auto Motor und Sport the B7S accelerates from 0-100 km/h in 5,8 seconds, 0-160 km/h in 12,5 seconds, 0-200 km/h in 20,3 seconds and have a top speed of 261 km/h.

THE EARLY E-12 ALPINA CARS

The car on the picture is an Alpina 528 B2. It has a 3,0 litre engine based on BMW's 3,0 litre unit. The 528 B2 produced 230 bhp which gave the four-door saloon performance like a sports car, 0-100 km/h in 6,9 seconds and a top speed of nearly 230 km/h. Alpina also had another 5-series based car, the 528 B6. It used the 200 bhp, 2,8 litre engine from Alpina B6. The 528 B6 accelerated from 0-100 km/h in 7,6 seconds. Both car were fitted with Alpina-Bilstein suspension system, front spoilers, Alpina wheels and complete Alpina interior kits.

ALPINA B9 and B10 3,5(e-28)

The B9 was the first Alpina car based on the e-28 platform. The production started in November 1981 and ended in December 1987. In 1985 the B9 recieved the engine from B6 3,5 and the name was changed to B10 3,5. A total of 577 cars were made.

Engine/Gearbox

When the B9 was introduced, the flagship of the 5-series range was 528i. But this engine isn't based on the 2,8 litre unit, it is based on BMW's 3,5 litre six. That engine produces 218 bhp in ordinary form but after Alpina has modified the cylinder head, fitted special higher-compression Mahle pistons and a new camshaft and reprogrammed the Motronic system the engine produces 245 bhp. The torque has increased to 320 Nm. The B10 version has the same engine as the B6 3,5. Go to the 3-series section to read more about it. That engine produces 261 bhp without catalyst and 254 with. The B9 has a 5-speed Getrag gearbox. A automatic gearbox was optional.

Suspension/Brakes/Wheels

To handle the greater power, and performance, the B9 has new progressive springs and Bilstein gas-pressure dampers and 16in Alpina wheels with 205/55 tires at front and 225/50 at rear. The brakes are uprated at front with bigger, ventilated discs(284 mm).

Interior/Exterior

Interior changes include Alpina upholstery, Recaro sportseats at front, a leather-covered steering-wheel, a new gearknob and new instruments. To make the car stable at high speeds, Alpina have fitted front and rear spoiler.

Performance

For the B9, Alpina claims a 0-100 km/h time of 6,7 seconds and a top speed of 240 km/h. In Auto Motor und Sport's test the B9 accelerated from 0-100 km/h in 6,9 seconds, 0-160 km/h in 16,0, 0-200 km/h in 27,3 seconds and had a top speed of 244,9 km/h. For the B10 Alpina claimed a 0-100 km/h time of 6,4 seconds and a top speed of 250 km/h.

ALPINA B7 TURBO(e-28)

This is the second-generation B7 Turbo, introduced in April 1984. Once again had a car with the name B7 Turbo the title of being the fastest 4-door car in the world. The production ended in July 1987 and a total of 236 cars were built. In August 1986 Alpina introduced the B7 Turbo Kat which went out of production in December 1987. Only 42 B7 with catalyst were made.

Engine/Gearbox

The engine is based on BMW's 3,5 litre unit, which in standard version produces 218 bhp. Alpina have made many changes to the engine such as a reprogrammed Motronic system, a modified cylinder-head, lighter mahle-pistons, a new camshaft, a special exhaust manifold and of course a KKK K27 turbocharger. The engine has higher compression than the old B7 Turbo so Alpina have decreased the turbo boost to 0,7 bar, because they didn't want the B7 to have more than 300 bhp. That's exactly what it has, 300 bhp and a torque of 501 Nm. The catalyst-version had 320 bhp and a torque of 509 Nm. The gearbox is a five-speeder from Getrag.

Suspension/Brakes/Wheels

The B7 Turbo has the excellent Alpina-Bilstein suspension with progressive springs and gas-pressure dampers. The brakes are more powerful thanks to Girling discs all-around, ventilated at front. The wheels are 16in high with 205/55 tires at front and 225/50 tires at rear.

Interior/Exterior

The B7 have all the usual Alpina interior changes such as Recaro seats with Alpina upholstery, leather steering-wheel, gear knob, new instruments and so on. The visual changes include a deep front spoiler, rear spoiler and the wheels.

Performance

Depending on what year the car is manufactured Alpina have claimed different 0-100 km/h times. When Auto Motor und Sport tested the B7 Turbo Kat it accelerated from 0-100 km/h in 6,1 seconds, 0-160 km/h in 12,8 seconds and had a top speed of 265 km/h. But when the Swedish magazine Teknikens Värld tested the B7 Turbo it accelerated from 0-100 km/h in an amazing 4,8 seconds, 0-200 km/h in around 17 seconds and had a top speed of 270 km/h.

ALPINA B10 3,5(e-34)

This is the first Alpina car based on the third-generation 5-series, which came in 1988. The first car was built in April 1988 and the last one in December 1992. A total of 572 cars were made.

Engine/Gearbox

The B10 3,5 has the same 254 bhp catalyst engine as in later versions of the B6 3,5 (e-30). The major modifications made to the engine are new Mahle-pistons, a modified cylinder-head, a new camshaft and a reprogrammed Motronic system. Alpina have also fitted it's own exhaust system and catalyst. The engine produces 254 bhp and has a torque of 325 Nm. The gearbox is a 5-speed manual but a 4-speed automatic was available as an option.

Suspension/Brakes/Wheels

To handle the improved performance Alpina fits, as always, new springs and shock absorbers which is specially made for Alpina by Bilstein. And behind the 17in Alpina wheels with 235/45 tires at front and 265/40 tires at rear, bigger and more powerful brakes are mounted.

Interior/Exterior

The interior changes include Recaro seats with Alpina upholstery, a new leather-covered steering wheel made by Momo and new gearknob. The only visual changes are a front spoiler, the wheels, the exhaust pipes and the badges.

Performance

Alpina claimed a 0-100 km/h time of 7,4 seconds and a top speed of 252 km/h. In Auto Motor und Sport's the 0-100 km/h time was exactly the same but the top speed was higher, 255 km/h.

ALPINA B10 BI-TURBO(e-34)

In March 1989 at the Geneva Motor-show Alpina introduced their fastest car so far, the B10 Bi-Turbo. It is based on the BMW 535i and is still extremely fast, in fact it is the second fastest car Alpina have ever made. The fastest is the B12 5,7 Coupe. The B10 Bi-Turbo took two years to develop and the 3,5 litre twin-turbo-charged six-cylinder engine is considered to be one of the best turbocharged engines ever made. The first car was delivered to its lucky owner in August 1989. The last car, number 507, was produced in March 1994 and that car still belongs to Alpina.

Engine/Gearbox

When the car arrives at Alpina, the engine is completely dismantled, as always. Then they fit forged Mahle pistons, they rebalance all moving pieces and re-machine the combustion chambers. New valves, which are sodium-cooled on the exhaust side, and a new camshaft are also fitted. The intake and exhaust systems are Alpina's own. They include new exhaust manifolds supplying twin Garrett T25 water-cooled turbochargers with an integrated, electronically controlled wastegate feeding the engine through a huge inter-cooler, which stretches from just below the kidney grille down to the bottom of the spoiler. The good thing with two small turbochargers is that the same boost is possible as from a single larger unit but without the lag. Fuel injection and ignition are reprogrammed Bosch Motronic. The Alpina exhaust system is made of stainless steel and includes six metal-core catalysts with Lambda-Sond control. The result at full boost, the B10 Bi-Turbo has variable boost control made by Bosch, is an output of 360 bhp and 520 Nm of torque. That is a little bit more than the standard BMW 535i clutch and gearbox can take, so Alpina have fitted a stronger Fichtel & Sachs clutch and a 5-speed gearbox, specially developed by Getrag, transmit the drive to the beefed-up rear axle, which includes a 25-percent limited-slip differential.

Suspension/Brakes/Wheels

Linear-rate springs are used all around with anti-roll bars and Bilstein-damped front struts. At the rear, the Fichtel & Sachs shock absorbers also control the ride height, which is hydraulically adjusted by an electronically operated high-pressure system. The 17in. Alpina alloys make room for larger-than-standard Girling brakes with Lucas 4-piston front calipers. They are of course ventilated all around. The low-profile Michelin tires are 235 mm wide at front and 265 mm wide at rear.

Interior/Exterior

Inside, the seats are replaced by Alpina's own sport seats, manufactured by Recaro. The upholstery includes blue and green stripes. A leather-covered steering-wheel, which is made by Momo, is also fitted. As is a polished wood interior. The B10 also have new instruments and digital-indicators for engine-oil and rear axle-oil temperature and for turbo boost and oil-pressure. The exterior changes include a front spoiler, rear spoiler, the exhaust pipes and the wheels. The stripes are optional. The last 50 cars have the wider kidneys like the V8-engined 5-series cars and the new rearview mirrors. They also have blue instruments and the rear spoiler is different.

Performance

Alpina claimed a 0-100 km/h time of 5,6 seconds and a top speed of over 290 km/h. 200 km/h is passed after around 19 seconds.

ALPINA B10 4,0(e-34)

This is the successor to the popular B10 3,5. It is also the first Alpina car, together with the B11 4,0, to have a V8 engine under the hood. Between April 1993 and August 1995 only 49 cars were built. It was available as both saloon and touring.

Engine/Gearbox

The engine is pretty much the same as BMW's original 4,0 litre V8 engine but thanks to higher-compression Mahle pistons, some changes to the intake system and the reprogrammed Motronic system the engine produces 315 bhp instead of 286 bhp. The torque is higher too, 410 Nm instead of 400. The gearbox is either a six-speed manual or the Switch-Tronic gearbox.

Suspension/Brakes/Wheels

I don't know much about the suspension but I guess it has the Alpina-Bilstein suspension with gas-pressure dampers and progressive springs. The wheels are 17in high with 235 tires at front and 265 tires at rear.

Interior/Exterior

This B10 has the same changes inside as the predecessor B10 3,5. One difference is the steering-wheel. From outside you can recognize the B10 4,0 by its new front spoiler and the wide kidneys.

Performance

I don't have any performance figures for the B10 4,0. But it's faster than the B10 3,5.

ALPINA B10 3,0 Allrad(e-34)

This model is based on the BMW 525iX. The displacement is increased to 3,0 litre. The engine now produces 231 bhp instead of 192. It was available as both saloon and touring. Between 10/93 and 10/95 Alpina produced 64 saloon cars and between 11/93 and 5/96 they produced 70 touring cars.

ALPINA B10 4,6(e-34)

In March 1994 Alpina introduced this car, the replacement for the B10 BiTurbo. Alpina had to put the B10 BiTurbo out of production because BMW's 3,5 litre straight-six wasn't in production anymore. But a cool thing is that Alpina recieved the last 50 3,5 litre engines BMW produced. Anyway, this car uses a 4,6 litre V8 engine, the same engine as in the B8 4,6. Another difference is the price, 35000 D-Mark cheaper than the B10 BiTurbo. Between March 1994 and April 1996 a total of only 46 cars were built.

Engine/Gearbox

As I said before the engine is the same as in the B8 4,6. So if you want to read more about the engine, go to the B8 section in the 3-series page. The engine produces 340 bhp and has a torque of 480 Nm. The reason why the B10 has 7 bhp and 10 Nm more than the B8 is that the B10 has a different exhaust system. The standard gearbox was a 6-speed manual but the Switch-Tronic gearbox was available as an option.

Suspension/Brakes/Wheels

I don't know much about the suspension but I guess it has the Alpina-Bilstein suspension with gas-pressure dampers and progressive springs. The wheels are 17in high with 235 tires at front and 265 tires at rear.

Interior/Exterior

The B10 4,6 has the same interior changes as the B10 4,0. The visual changes are also the same but the B10 4,6 has a rear spoiler.

Performance

The B10 4,6 is not as fast as the B10 BiTurbo but it is still a very fast car. In Auto Motor und Sport's test of the Switch-Tronic version it accelerated from 0-100 km/h in 6,4 seconds, 0-160 km/h in 14,2 seconds, 0-200 km/h in 23,1 seconds and had a top speed of 275 km/h.

ALPINA B10 V8(e-39)

This is the first Alpina car based on the latest 5-series generation, the e-39. It was introduced in March 1997 and it is still in production. When it was introduced it was considerably cheaper than the B10 4,6 it replaced. Alpina have updated the B10 V8 for 1999 with a improved engine with double VANOS. That makes the car both more powerful and more frugal. It is around 17000 D-mark cheaper than the new BMW M5.

Engine/Gearbox

The B10 V8 is based on the BMW 540i, which has a 286 bhp, 4,4 litre V8 engine. The easiest way to get more power in a engine, besides turbocharging and supercharging, is to increase the displacement. The usual problem when increasing the displacement on a BMW V8 engine is that it has Nicasil-coated bores so you can't just overbore the block, you have to cast a whole new block. So BMW casts new blocks for Alpina with the displacement increased to 4,6 litre. Alpina have also made some other changes to the engine such as a new crankshaft, more enterprisingly timed cams, hand-fettled ports, lighter higher-compression Mahle pistons and reprogrammed the Motronic system. The result is 340 bhp and 470 Nm of torque at 3800 rpm, 100 rpm lower than standard. For this model year the engine has double VANOS. The engine now produces 347 bhp, probably more if you look at the much improved performance figures, and a torque of 480 Nm. The B10 V8 has a ZF 5-speed automatic gearbox with the steering wheel mounted Switch-Tronic system.

Suspension/Brakes/Wheels

The B10 V8 has twin-tube gas pressure shock absorbers at both front and rear. It also have new anti-roll bars. The brake discs are ventilated all around and have floating callipers. The Alpina alloys are 18in high with 235/40 tires at front and 265/35 at rear. Michelin tires of course.

Interior/Exterior

The interior changes are not many, the steering wheel is hand-stitched and the BMW's sport seats are fitted with anthracite cloth with blue and green stripes. You can have the car with Alpina instruments which are blue with red needles and the speedo shows 320 km/h. Alpina also fits its own wood and soon you can have it with Alpinas own sports seats. The visual changes are a new front spoiler, rear spoiler, the wheels and the exhaust pipes.

Performance

Alpina claimed a 0-100 km/h time of 5,9 seconds and a top speed of over 275 km/h. For the touring they claimed 0-100 km/h in 6,2 seconds and a top speed of 268 km/h. In Auto Motor und Sport's test the B10 accelerated from 0-100 km/h in 5,7 seconds, 0-160 km/h in 13,0 seconds and 0-200 km/h in 22,3 seconds. In Auto Motor und Sport's test of the B10 V8 model year 99 against the new BMW M5 and BMW 540i, the B10 accelerated from 0-100 km/h in 5,4 seconds, only 0,2 seconds slower than the manual M5, 0-160 km/h in 12,5 seconds and 0-200 km/h in 20,6 seconds. The top speed was 279 km/h.

ALPINA B10 3,2(e-39)

If you can call an Alpina a bargain, the B10 3,2 is one. It is cheaper than a 540i, almost as fast, more fun to drive, more exclusive and more frugal. The B10 3,2 was introduced at the IAA in 1997 and it is still in production. In a test in the british car magazine Autocar the B10 3,2 touring won over BMW 540i and Volvo V70 R awd.

Engine/Gearbox

The engine is based on BMW's 2,8 litre unit. Alpina have increased the displacement to 3,2 litre, fitted lightweight Mahle pistons which raise the compression, modified the cylinderhead and combustion chambers and reprogrammed the Siemens management system. The result is 260 bhp and 330 Nm of torque. The B10 3,2 is only available with a manual 5-speed gearbox made by ZF.

Suspension/Brakes/Wheels

The B10 3,2 has the same suspension changes as the V8 model. The brakes are also the same with ventilated discs all around. As the V8 model, this B10 rides on 18in Alpina alloys with 235/40 tires at front and 265/35 at rear.

Interior/Exterior

The interior and exterior changes are the same as it's V8-powered brother have.

Performance

As I said before, the B10 3,2 is almost as fast as the BMW 540i. Alpina claims a 0-100 km/h time of 6,5 seconds and a top speed of 260 km/h. According to Auto Motor und Sport 0-160 km/h is passed after 15,2 seconds and 0-200 km/h in 25,9 seconds.

THE EARLY E-24 ALPINA CARS

In 1976 BMW introduced the 6-series, the successor to the e-9 coupes. And in May 1977 Alpina introduced their 630 CS B2(look at the picture). This car had the B2 engine, also fitted to the e-12 5-series. The B2 engine was based on BMW's 3,0 litre unit but Alpina's engine was fitted with special Solex carburetors on an Alpina induction system, an Alpina camshaft and the usual porting and polishing work on the head. This, plus a couple of other changes, resulted in 230 bhp. That power made the 630 CS B2 accelerate from 0-100 km/h in 6,9 seconds and it had a top speed of 230 km/h. Other changes made to the car were 14in Alpina alloy wheels, a front spoiler, a full interior upgrade package and a special Bilstein-Alpina suspension system.

ALPINA B7 TURBO(e-24)

The B7 Turbo was introduced in December 1978 and it was the first 6-series car with full Alpina conversion(bearing its own identification number). At first it was called Alpina 630 Turbo but later Alpina changed the name to B7 Turbo. Over a ten year period, between December 1978 and June 1988, a total of 283 cars were made.

Engine/Gearbox

The engine is the same 3,0 litre turbocharged six as in the B7 Turbo saloon. It is based on BMW's 3,0 litre unit. The entire engine has been carefully rebuilt using components specifically designed for the engine. For example lower-compression Mahle pistons and a new fuel injection system. The B7 also had variable boost control which regulated the turbocharger between 0,6 bars to 0,90 bars of boost, corresponding to between 250-300 bhp. Read more about the engine in the 5-series section. When the e-28 B7 Turbo was introduced the B7 Turbo coupé received the 3,5 litre 330 bhp engine. That was because the Coupé was heavier and more expensive so Alpina didn't want it to be slower than the saloon. In late 1986 the B7 received the 3,5 litre catalyst engine. That engine produces 320 bhp and 509 Nm of torque. The B7 was available with either a close-ratio gearbox or a overdrive 5-speed gearbox. Both gearboxes were manual.

Suspension/Brakes/Wheels

The B7 has Bilstein gas-pressure spring units and progressive springs at front and gas-pressure dampers and height-adjustable, progressive springs at rear. The brakes are uprated with ventilated discs all around. The wheels are 16in high with 205/55 tires at front and 225/50 at rear.

Interior/Exterior

The interior changes include a hand-stitched steering-wheel, a new gearknob, new instruments and sport-seats in Alpina upholstery. The exterior changes are a deeper front spoiler, a rear spoiler, the Alpina alloys and the traditional Alpina stripes but they were optional.

Performance

This is a very fast car. Alpina have claimed 0-100 km/h times of 5,9-6,7 seconds and top speeds of 250-265 km/h depending on what year the car is built.

ALPINA B7S TURBO(e-24)

In May 1982 the limited edition Alpina B7S Turbo Saloon went out of production. In the same month Alpina introduced the second limited edition series, the B7S Turbo Coupe. But this time the production was limited to just 30 cars instead of 60. The Coupe had the same 330 bhp 3,5 litre turbocharged engine and the same gearbox as the saloon, a five-speed unit, specially developed by ZF to handle to the giant torque, 500 Nm, exactly the same as in the new BMW M5. That makes this car very fast, 0-100 km/h in 5,4 seconds and a top speed of over 260 km/h. Of course all other sub-systems of the car is changed to handle the power, such as improved suspension, wheels and brakes.

BMW 733i ALPINA(e-23)

The e-23 7-series was introduced in 1976 and the top of the line car was the 735i. But to compete with Mercedes 450 SEL and Jaguar XJ12, BMW needed a more powerful car. So in 1981 BMW presented the 745i with turbocharger and 252 bhp. But if you wanted a more powerful 7-series before 1981 you would have to go to Alpina. From 1977 they offered the 733i Alpina. It had a 3,2 litre 6-cylinder engine which in standard form produced 197 bhp. Alpina fitted forged higher compression pistons, they modified the combustion chambers and fitted a new camshaft. They also changed the valve timing and fitted a new special exhaust system. The 3,2 litre engine now produced 240 bhp and it is connected to a 5-speed Getrag gearbox. The changes made to the suspension are: shorter and stiffer springs and gas-filled Bilstein dampers. The Alpina alloys are 14in high and 7in wide. The brakes are uprated too, ventilated discs all around. The 733i Alpina accelerates from 0-100 km/h in 7,8 seconds and has a top speed of 228 km/h.

BMW 735i B9 TOURING(e-23)

The wagon cars on the pictures is a special prototype made by "Garage du Bac - Paris", a special french Alpina importer, but they did not receive the authorization to continue this idea. The wagon has been used as delivery and support car for F2 and stock races in France. It is 50 kg heavier than a ordinary saloon and has a 245 bhp B9 engine. The top speed is 235 km/h.

ALPINA 735i B10(e-23)

When the 745i came Alpina decided to stop making a model on the 7-series, presumably by the existence of the 745i. Alpina did offer a turbocharger upgrade package allowing higher levels of boost. But in the U.K, where the 745i wasn't available, there was a market for a more powerful 7-series car so Alpina's U.K authorized dealer Sytner was responsible for the Alpina 735i B10. Even though the 735i B10 was built in Great Britain it was a real Alpina. Handbuilt 261 bhp, 3,5 litre, 6 cylinder engines were delivered fully built from Germany to Sytner. The rest of the car was also pure Alpina including special gas-filled Bilstein shock absorbers and progressive rate springs, 16in Alpina alloys, Alpina front and rear spoilers and all of the other smaller bits and pieces which distinguish Alpina's cars. The car accelerated from 0-100 km/h in around 7 seconds and had a top speed of nearly 235 km/h. That is superior to the 745i. All the cars had manual gearboxes. The 735i B10 is a very rare car, only 22 were built.

ALPINA B11 3,5(e-32)

The B11 was introduced in 1987 just after the e-32 7-series had been introduced. Three "different" engines have been available. At first Alpina offered the B11 with or without catalyst. From 1988 it was offered with the engine from B10 3,5. Between 1987 and 1993 a total of 332 cars were built.

Engine/Gearbox

The engine is based on Alpina's 3,5 litre engine from B10 and B6. But the B11 is not as powerful, 250 bhp instead of 261 without catalyst, it is more comfort-oriented. But as I said, in 1988 the B11 received the 254 bhp engine from the B10 3,5. Go to the 5-series section to read more about the engine. The B11 was equipped with a 5-speed manual gearbox but a 4-speed automatic was optional.

Suspension/Brakes/Wheels

The BMW 7-series is the drivers choice of all luxury cars. But the Alpina is even better thanks to Bilstein gas-pressure dampers at both front and rear, stiffer and shorter springs and 17in Alpina alloys with 235/45 tires at front and 265/40 tires at rear. The brake discs are ventilated at front.

Interior/Exterior

The B11 has the usual Alpina changes inside such as a leather-covered steering-wheel, a gearknob of fine wood and Alpina upholstery with blue and green stripes made of leather. The only visual changes, if the car isn't equipped with the optional stripes or is painted in one of Alpina's colours, is the front spoiler and the badges. And the wheels of course.

Performance

For the 254 bhp version Alpina claimed a 0-100 km/h time of 7,6 seconds and a top speed of 245 km/h. In Auto Motor und Sport's test of the 240 bhp version it accelerated from 0-100 km/h in 7,6 seconds, 0-160 km/h in 18,8 seconds, 0-200 km/h in 33,2 seconds and had a top speed of 247 km/h.

ALPINA B12 5,0(e-32)

This car is based on the most luxurious BMW of all, the V12 powered 750i. The B12 5,0 came in July 1988 and it is superior to the 750i in many categories. It is faster, has better handling and is more frugal for example. The production ended in January 1994. A total of 305 cars have been built.

Engine/Gearbox

The B12 is much faster than the 750i thanks to the modifications made to the V12 engine. The displacement is unchanged at 5,0 litre, as are the block, crankshaft, connecting rods, inlet and exhaust manifolds and cooling system. Different Mahle pistons raise the compression, larger inlet valves, more valve lift and slightly changed valve timing get more mixture into the engine. The combustion chambers are changed to accommodate the larger inlet. New three-way metal catalysts and new stainless steel exhaust systems are also fitted. Alpina has also reprogrammed the Motronic management system to raise the maximum engine speed from 6000 to 6400 rpm. The top speed limiter is of course eliminated. These changes, plus a couple of other, increase the power to 350 bhp, instead of 300. The torque is higher too, 470 Nm at 4000 rpm instead of 450 at 4100. The B12 has the same 4-speed automatic gearbox as in the 750i but it is reprogrammed to give full throttle kickdown changes up to 6400 rpm.

Suspension/Brakes/Wheels

The B12 is a much better handling car than the 750i. New Bilstein dampers and springs are fitted and together with the 17in Alpina alloys with 235/45 tires at front and 265/40 tires at rear and ASC the grip is outstanding. One of the best things with Alpina is that they improve the handling without losing the fine ride of a standard BMW. The brakes are also improved to handle the greater performance. Alpina have also changed the electronics and hydraulics of the ZF Servotronic power steering to reduce the change of steering weight between low and high speed.

Interior/Exterior

The interior changes aren't many. A smaller steering wheel, new speedo(to 320 km/h), the instruments have red needles and sportseats with Alpina upholstery in Nappa leather are fitted. A new front-spoiler is fitted and that's about the only visual change together with the exhaust pipes and the wheels.

Performance

Alpina claimed a 0-100 km/h time of 6,9 seconds and a top speed of over 275 km/h.

ALPINA B11 4,0(e-32)

The B11 4,0 is the replacement for the B11 3,5. It was introduced in May 1993 and went out of production in February 1994. A total of 77 cars were built. The engine is the same unit as in the B10 4,0, go to that section to read more about the engine, which produces 315 bhp and 410 Nm of torque. Mail me if you have more info or a picture on this car.

ALPINA B12 5,7 E-KAT(e-38)

This is the successor to the B12 5,0. It is based on the latest 7-series, the e-38. In fact, it is the only Alpina car based on the e-38. It was introduced in December 1995 and is still in production.

Engine/Gearbox

The engine is based on BMW 750i's 5,4 litre V12 unit which produces 326 bhp. Alpina have increased the displacement to 5,7 litre. They have also fitted larger valves, light Mahle pistons, new camshafts and made a couple of other changes. The engine now produces 387 bhp and a massive torque, 560 Nm. Alpina have also fitted new catalysts which are electrically heated. That makes the B12 5,7 the first car in the world to have that. The five-speed automatic gearbox is reprogrammed and adapted to use the Switch-Tronic system.

Suspension/Brakes/Wheels

The suspension is improved with shorter and stiffer springs and gas-pressure dampers at front. The B12 also have electronic damper control(EDC) and a Fichtel & Sachs level control system. The brakes are also improved with fully floating ventilated discs all around. Alpina cars always have large wheels but this car has huge ones, 20in. The Michelin tires measures 245/40 at front and 275/35 at rear.

Interior/Exterior

Inside the car, the steering wheel is smaller and have buttons for the gearchange and the whole interior is trimmed in a wealth of hand-finished leather and detailed in Alpinas trademark colours of blue and green. Alpina have also fitted luxury wood. The exterior changes are the huge 20in wheels, a deeper front spoiler, optional Alpina stripes and four exhaust pipes.

Performance

Alpina claims a 0-100 km/h time of 6,4 seconds and a top speed of over 280 km/h.

ALPINA B12 5,0(e-31)

In 1990 BMW presented the 850i. It was the successor to the 6-series, but the 8-series turned out to be a large and heavy Gran Turismo instead of a sports coupe. The V12 powered 850i was, and still is, a very fast car but it wasn't as much fun to drive as its predecessor. If you wanted a more fun and even faster 850i you would have to go for this car. The Alpina B12 5,0 Coupé. It came in 1991 and has the same engine as the B12 5,0 Limousine. A total of 97 cars were built.

Engine/Gearbox

The engine is based on BMW's 5,0 litre V12 unit. Alpina have kept the displacement at 5 litre but modified a lot of other things in the engine. Go to the B12 section in the 7-series page to read more about the engine. The power output is 350 bhp and 470 Nm of torque. The engine is connected to a 4-speed automatic gearbox.

Suspension/Brakes/Wheels

The suspension has shorter and stiffer springs and gas-pressure dampers. The wheels are 18in high with 245/40 tires at front and 285/35 tires at rear.

Interior/Exterior

The interior changes include a new leather-covered 3-spoke steering-wheel, a gearknob made of leather, Nappa leather sportseats in Alpina design and new instruments with blue background and red needles. The only exterior changes are the wheels, a new front-spoiler, the badges and the exhaust pipes.

Performance

Alpina claimed a 0-100 km/h time of 6,8 seconds and a top speed of over 280 km/h. In Auto Motor und Sport's test the B12 accelerated from 0-100 km/h in 7,0 seconds, 0-160 km/h in 15,0 seconds, 0-200 km/h in 23,0 seconds and had a top speed of 283 km/h.

ALPINA B12 5,7(e-31)

The B12 5,7 Coupé is the fastest car Alpina have ever made. It is based on BMW 850CSi which came in fall 1992 and the B12 came about a half year later. Alpina have admitted that with the 850 CSi, BMW and BMW Motorsport have done a terrific job so their idea with the B12 5,7 was just to enhance a few things on the CSi. But now it's out of production and unfortunately I don't have the production figures yet.

Engine/Gearbox

The engine is based on the BMW Motorsport prepared 5,6 litre V12. That engine produces 380 bhp but Alpina have modified some things to make it even more powerful. The engine has grown in size to 5,7 litre. They have also done some modifications to the intake-system, crankshaft and camshafts. A new exhaust system is used with Alpina's own stainless steel catalytic converters and they have reprogrammed the Motronic Management system. The changes result in 416 bhp and 570 Nm of torque. The gearbox is a Getrag 6-speed manual but the Shift-Tronic gearbox was available as an option. That is a 6-speed manual without a clutch like Saab's sensonic system.

Suspension/Brakes/Wheels

BMW got so close to Alpina specs on the CSi suspension that all Alpina bothered to change were the car's front springs to lower the nose a little. The brakes are the same as in the 850 CSi but the wheels are bigger, 18in high with 245/40 tires up front and 285/35 tires at rear.

Interior/Exterior

The B12 has, like all other Alpina cars, Alpina upholstery. That means, in this car, anthracite leather with blue and green stripes. A new leather-covered steering-wheel is fitted, as is a wood gearknob. The B12 5,7 has the same exterior changes as the 5 litre model except for one thing, the bonnet. It is made of carbon-fiber with a NACA duct in the center and engine vents on the sides.

Performance

I don't have any performance figures for the B12 but I know that the top speed is 300 km/h.

ALPINA RLE

The Alpina Z1, or the Alpina Z1 RLE(Roadster Limited Edition) as the full name is, came in 1987. The car share a lot of parts with the B3 2,7(e-30), for example the engine. The engine is based on BMW's 2,5 litre unit, which is the standard engine in the Z1. That engine produces 170 bhp. The Alpina engine produces 210 bhp from its 2,7 litre. This is a limited edition car, only 66 built. Mr Bovensiepen said that this car should be put straight into collections. A fun thing is that every buyer recieved a key-ring with the production-number on.

THE EARLY E-21 ALPINA CARS

At first Alpina offered a choice of four different engines. The engines were all four cylinder and the models were:

- the A1/3 (120 bhp)
- the A2/3 (150 bhp)
- the A4/3 (160 bhp)
- the A4S/3 (170 bhp)

These engines were similar to the earlier versions fitted to the 02 series cars, with only small changes.

Alpina four cylinder engines for 3-series cars were identified by their "/3" designations. They also produced the C1 with a 6-cylinder engine. It had a 2,3 litre, 170 bhp engine and its performance were equal to the A4/3 but the C1 had considerably greater refinement. On the pictures below is a very rare model, a C1 2,3 based on a Baur cabriolet.

ALPINA B6 2,8(e-21)

This is one of three new cars Alpina introduced at the IAA 1978. The two other cars were based on the 5- and 6-series but this one is based on the 323i, BMW's top of the line model of the first 3-series generation. The production started in March 1978 and ended in January 1983. In August 1981 the car went through some modifications. A total of 533 cars were built.

Engine/Gearbox

As I have already told you, the B6 2,8 is based on the 323i. But the engine isn't based on the 2,3 litre six. It is based on the 2,8 litre six from 528i. In standard shape that engine delivers 177 bhp which is a lot, especially in the 3-series pretty small and light body. But Alpina wasn't satisfied with that so they modified the engine to give even more power and to be more frugal too. They fitted forged Mahle-pistons and modified the combustion chambers to increase the compression. They have also fitted a new fuel injection system, made by Zenith-Pierburg-DL. Those are the major changes but there are also some other minor changes that help to increase the power. The engine now produces 200 bhp and has a torque of 248 Nm. The 323i's original four-speed gearbox is changed to a Getrag five-speed unit. In August 1981 the B6 received a more highly-developed induction system which made the 2,8 litre six produce 218 bhp, exactly the same as BMW's 3,5 litre engine. That made the car even faster.

Suspension/Brakes/Wheels

The 323i was a fine handling car but it wasn't made to handle the kind of power that the Alpina engine delivered. To make it handle like a 200 bhp+ car, Alpina fitted new Bilstein spring units at front with gas-pressure shocks and shorter and stiffer springs from Ahle. At rear there are new gas-pressure shocks from Bilstein of course. The 15in Alpina alloy-wheels are 7in wide at rear with 205/50 tires and 6in wide at front with 195/50 tires. The brakes are uprated at front with ventilated, drilled discs but the solid discs at rear are from the standard car.

Interior/Exterior

Inside the car the seats have been replaced to Recaro items with much better support. The steering-wheel is covered with leather and is made by Momo. The instruments have red needles. From outside you can recognize the B6 by its deep front spoiler, rear spoiler, the wheels and the Alpina stripes(optional).

Performance

The B6 is even by today's standards a very fast car. Alpina claimed 7,5 seconds from 0-100 km/h. But independent road testers found the time to be closer to 6,9 seconds. The B6 also has a top speed of around 225 km/h. In performance the B6 could compete with much more expensive sports cars. For the 218 bhp B6, Alpina claimed a 0-100 km/h time of only 7 seconds and a top speed of 229 km/h.

THE SMALL-BLOCK E-30 ALPINA CARS

Alpina's C1 version of the original 323i had been among their most popular models, so it was reasonable to expect that their follow-up version would be well received. With the second-generation 3-series, the e30, Alpina had focused their efforts on the small six-cylinder models, instead of the four-cylinder models. Alpina produced several versions of small-six e-30 based cars. The models that were produced was:

- C1 2,3 with 170 bhp. 35 built.
- C1 2,5 with 190 bhp. 50 built.
- C2 2,5 with 185 bhp. 74 built.
- C2 2,7 with 210 bhp. 108 built. Look at the picture above.
- C2 2,7 with catalyst and 204 bhp. 52 built.
- B3 2,7 with catalyst and 204 bhp. 257 built.

All of these cars were based on the same platform with different versions of the same basic engine. There was also a 4-wheel drive version, the C2 2,7 Allrad. Here are more pictures:

ALPINA B6 2,8(e-30)

This is the successor to the e-21 B6 2,8. This one is based on the second-generation 3-series, the e-30. The first car was produced in November 1983 and the last one in July 1986. A total of 259 cars were made.

Engine/Gearbox

As with the first B6, this one is based on the 323i. But the engine is still based on BMW's 2,8 litre unit, which produced 184 bhp at that time. But of course Alpina modified the engine to give more power. They have modified the combustion chambers, fitted lighter Mahle-pistons, a new camshaft, increased the compression, a new bigger exhaust system and a new electronic ignition. These are the most important changes. The engine now produces 210 bhp and has a torque of 270 Nm which is almost as much as in BMW's 2,8 litre engine of today. The gearbox is a Getrag five-speed unit.

Suspension/Brakes/Wheels

As always, Alpina has modified the suspension to make a car with good-handling even better. They have fitted stiffer, gas-pressure Bilstein shocks at both front and rear, shorter, progressive springs which make the car 20 mm lower and Alpina alloys which are 16in high and 7in wide with 195/50 tires all-round. Alpina has also fitted new Girling brakes with ventilated discs at front.

Interior/Exterior

The interior changes include a leather-covered Alpina steering wheel made by Momo, an Alpina gear-knob, Alpina instruments and Recaro seats. The exterior changes are not many, a deep front-spoiler, a spoiler at the rear, the alloys and the optional stripes.

Performance

Alpina claimed 6,9 seconds from 0-100 km/h and a top speed of 230 km/h.

ALPINA B6 3,5(e-30)

The first B6 3,5 was built in August 1984. From 1986 the B6 was available with catalyst but that was optional until July 1987 when all non-catalyst B6 went out of production. The production ended in December 1990. A total of 219 cars were made.

Engine/Gearbox

This time Alpina went even further, they used their own version of BMW's big 3,5 litre six in the small 3-series body. Alpina has modified the cylinder-head, the combustion chambers, fitted lighter, higher-compression Mahle pistons, a new camshaft and a new exhaust system to make the engine produce 261 bhp. The torque has increased to 346 Nm. With catalyst the power only decreased by 3% to 254 bhp. The standard gearbox is replaced by a Getrag 5-speeder.

Suspension/Brakes/Wheels

To make the car handle like an, well, Alpina(supercar), they have modified the suspension with new, Bilstein spring units with stiffer gas-pressure shocks and progressive springs at front. At rear the standard shocks are replaced by Bilstein gas-pressure units. Progressive springs are also fitted at rear. The brakes are uprated at front with bigger, ventilated discs. The trademark Alpina-wheels are 16in high and 7in wide with 205/50 tires all-around.

Interior/Exterior

The seats have been replaced with Recaro items with blue and green stripes. The steering wheel is leather-covered. The speedo has been replaced and there are new digital-instruments. The exterior changes include a new front spoiler, rear spoiler, the wheels and the optional Alpina stripes.

Performance

Alpina claimed 0-100 km/h in 6,4 seconds and a top speed of 250 km/h. But according to Auto Motor und Sport's test the B6 3,5 could accelerate from 0-100 km/h in only 6 seconds, 0-160 km/h in 14,6 seconds, 0-200 km/h in 26,2 and had a top speed of 253 km/h. The cat-version was a little slower. Alpina claimed 6,6 seconds from 0-100 km/h and a top speed of 246 km/h. But once again Auto Motor und Sport's test showed that the car was faster.

ALPINA B6 3,5S(e-30)

Many consider the first-generation BMW M3 to be the best drivers car ever built by BMW. But the M3 was built far more for competition and serious road use than for everyday transportation with its raw four-cylinder engine which is not nearly as smooth as a straight-six. The M3-based Alpina B6 3,5S, which is considered to be one of Alpina's finest efforts ever, had the best of both worlds with the performance of the powerful and smooth 3,5 litre six-cylinder engine mixed with the handling capabilities of the M3. That is what I call "the ultimate driving machine". Unfortunately only 62 cars were produced between November 1987 and December 1990.

Engine/Gearbox

The engine is exactly the same unit as in the "ordinary" B6 3,5. It is based on BMW's 3,5 litre six, which produces 218 bhp. Alpina's version produces 254 bhp. To read more about the engine click on B6 3,5 on the menu to the left. But the two cars don't share the gearbox. Both cars have Getrag 5-speed units but the B6S has a "sportgetriebe" with the first gear down to the left. Also called a dogleg gearbox.

Suspension/Brakes/Wheels

Even though the M3 chassie is a really great one, Alpina modified it to make the car even faster through bends. They fitted stiffer Bilstein gas-pressure shocks and shorter springs all-around. The brakes are the same as in the B6 3,5 but the wheels are 8in wide both at front and rear with 225/45 tires.

Interior/Exterior

In the interior, Alpina has made the same changes as in the B6 3,5. They include new seats with blue and green stripes, a new leather-covered steering wheel, gear-knob made by the finest wood, new digital instruments and some other minor changes. The only exterior changes are the stripes, optional in gold or silver, and the wheels.

Performance

Alpina claimed a 0-100 km/h time of 6,6 seconds, the same time as the B6 3,5. But in higher speeds the B6S is a little faster thanks to better aerodynamics. It also has a higher top-speed of 251 km/h. That is 3 km/h faster than BMW's ultimate M3, the M3 Sport Evolution.

ALPINA B6 2,8(e-36)

In March 1991 at the Geneva Motorshow, Alpina introduced this car, the B6 2,8 based on the third-generation 3-series. But the first car wasn't delivered until March 1992 and the car wasn't in production for so long, just to July 1993. A total of 136 cars were built.

Engine/Gearbox

When the third-generation BMW 3-series came, the old 12-valve six-cylinder engines were replaced by new 24-valve units. The 325i, the top of the line car in the 3-series range at that time, had a 2,5 litre engine which produced 192 bhp. As you probably understand by the name, B6 2,8, Alpina increased the displacement on that engine to 2,8 litre. They have also fitted new camshafts, Mahle pistons and a new exhaust system. Together with some other changes, the Alpina engine produces 240 bhp. The torque is up to 293 Nm from 240. The gearbox is made of ZF and has 5-speeds but a 5-speed Automatic was also available.

Suspension/Brakes/Wheels

The e-36 is a very fine-riding car thanks to its advanced rear axle. It is also a fine-handling car and it is rewarding to drive. But here Alpina has gone at least two steps further. They have fitted new Bilstein gas-pressure spring units at front and Bilstein gas-pressure shocks at rear. The B6 handles like a performance car should and rides nearly as good as an ordinary 3-series. The grip is great thanks to the wide tires, 235/40 17 at front and 265/35 17 at rear. The brakes are upgraded at front with bigger, ventilated discs.

Interior/Exterior

Inside the car, Alpina has fitted new seats with blue and green stripes, a new leather steering-wheel, a gear-lever made of wood and new instruments. The exterior changes include a new front spoiler, rear spoiler and the Alpina wheels. The stripes, in gold or silver, are optional and so are the Alpina colours, the beautiful blue metallic or the green one.

Performance

Alpina claimed a 0-100 km/h time of 6,9 seconds and a top speed of over 250 km/h.

ALPINA B3 3,0(e-36)

This is the successor to the B6 2,8. The reason why Alpina replaced the B6 so quickly was BMW M3. The M3, which went on sale in 1993, was both more powerful and over 7000 D-mark cheaper than the B6 2,8. So Alpina introduced this car, the B3 3,0, which was more powerful than the B6 and they offered it at a very competitive price, almost 10000 D-mark cheaper than the M3. Between April 1993 and December 1995 a total of 741 B3s were built.

Engine/Gearbox

The biggest difference between this engine and the B6's engine is the displacement. Alpina have increased the displacement from 2,8 litre to 3,0 litre. That makes the B3 produce 250 bhp instead of 240. The torque has increased to 320 Nm, as much as the M3. The most interesting thing in the B3 is the optional Switch-Tronic gearbox. It is a 5-speed automatic gearbox but if you want you can change gear manually with buttons on the steering-wheel.

Suspension/Brakes/Wheels

The B6 2,8 already had a really good chassis so Alpina has just done some fine-adjustments on the B3 to make the car ride better. The brakes are unchanged with ventilated discs at front and solid at rear and the wheels are the same.

Interior/Exterior

The changes inside the car are the same as in the B6, except a new steering-wheel. The exterior is unchanged.

Performance

A manual B3 could accelerate from 0-100 km/h in just 6,4 seconds and could reach a top speed of 264 km/h. The Switch-Tronic version was a little slower but still fast. According to Auto Motor und Sport it could accelerate from 0-100 km/h in 7,1 seconds, 0-160 km/h in 15,9 and 0-200 km/h in 26. The top speed was 258 km/h.

ALPINA B3 3,2(e-36)

When BMW introduced the M3 Evo in late 1995, Alpina had to do something with their B3 3,0 because the M3 now had 321 bhp against the B3's 250. So in April 1996 this car went in production, the B3 3,2 based on the BMW 328i. This car is still in production, but only available as cabriolet or touring.

Engine/Gearbox

The engine is based on BMW's 2,8 litre six-cylinder which produce 193 bhp. That's only 1 bhp, at least on paper, more than the old 2,5 litre unit but the torque has increased a lot, from 240 Nm to 280. Alpina has increased the displacement to 3,2 litre, fitted Mahle lightweight pistons, modified the combustion chambers, reprogrammed the engine management-system, made by Siemens, and fitted a new exhaust system. Those are the most important changes that make the Alpina engine produce 265 bhp. The torque is up to 330 Nm. The gearbox is made of Getrag and has 6-speeds. But the Switch-Tronic gearbox is also available as an option.

Suspension/Brakes/Wheels

Alpina is famous for their ability to make a car handle like sportscar and still have the fine ride of a standard BMW. And the B3 3,2 is no exception. At front Alpina have fitted Bilstein gas-pressure spring units and a new stabilizer. At rear they have fitted Bilstein gas-pressure shocks, new springs and a new stabilizer. The brakes are uprated with bigger discs, ventilated at front, with floating callipers. The B3 rides on Michelin tires, as always, which are 235 mm wide at front and 265 mm wide at rear. The alloys are 17in high.

Interior/Exterior

The interior changes include a hand-sewn leather-rimmed steering wheel, a shift-knob made of wood, luxury wood on the gearshift console, Alpina upholstery, anthracite cloth with asymmetric blue/green stripes, sport seats and new instruments, blue with red needles. The exterior changes are not many, a new front spoiler, the wheels and the no-cost option Alpina deco-set in gold or silver. There is also an optional rear spoiler.

Performance

Even though the B3 is not as powerful as the M3, it is nearly as fast. Alpina claims a 0-100 km/h time of 5,9 seconds and a top speed of over 260 km/h. BMW claims 5,5 seconds for the M3 to 100 km/h and the top speed is limited to 250 km/h. In Auto Motor und Sport's test the B3 accelerated from 0-100 km/h in 5,9 seconds, 6,5 for the Switch-Tronic, 0-160 km/h in 13,9 and 0-200 in 23,2 seconds.

ALPINA B8 4,6(e-36)

This is a very interesting car and certainly one of the most special cars ever built by Alpina. One of the fastest too because it has a 4,6 litre V8 under the hood. A V8 in a 3-series!! BMW had already tried to put a V8 in the 3-series, but that didn't succeed. But as you see, Alpina succeeded. But the body had to undergo 42 modifications before the V8 could fit in. These changes are made at the BMW factory before they send the body to Alpina. And the engine isn't mounted as usual from below, Alpina had to install it from above to make things fit. The production began in April 1995 and ended in 1998. Alpina did build a B8 4,0 with 313 bhp, but only 4 cars were manufactured and all were sold in Japan.

Engine/Gearbox

The engine is based on BMW's 4,0 litre V8 from 540i. The biggest difference between the standard engine and Alpina's engine is the displacement. But the BMW V8 engine has alusil-coated bores so you can't just overbore the block, you have to cast a new one. So BMW casts new blocks especially for Alpina. Other changes include higher compression Mahle pistons, changed valve timing and a reprogrammed Motronic system. A new sump is also fitted because the V8 is too deep so the usual sump didn't fit. The new sump is very shallow over most of its length, but has a very deep part at the front. But the standard oil pump wouldn't fit into it, so Alpina has had its own pump made by Ari, the camera maker. A new exhaust-system and new catalysts are also fitted. The Alpina engine produces 333 bhp and has a torque of 470 Nm. At only 1000 rpm the engine produces 350 Nm, that is the maximum torque of a M3 Evo. The B8 was only available with a six-speed manual gearbox made by Getrag.

Suspension/Brakes/Wheels

The B8 has the same suspension as the B3 3,2 with Bilstein gas-pressure units at front and gas-pressure shocks at rear. Read more about the suspension in the B3 3,2 section. The only difference is that the B8 has ASC+T. The brakes are uprated with custom-made Lucas discs at front gripped by special callipers and the rear brakes are from the M3. Ventilated all-around of course. The car rides on beautiful 17in Alpina wheels with Michelin tires. 235/40 at front and 265/35 at rear.

Interior/Exterior

The interior changes include a hand-sewn leather-rimmed steering wheel, a shift-knob made of wood, luxury wood "Rüster Maser" interior, Alpina upholstery, anthracite cloth with asymmetric blue/green stripes, Recaro sport seats and new instruments, blue with red needles. The exterior changes are not many, a new front spoiler, the wheels and the no-cost option Alpina deco-set in gold or silver. There is also an optional rear spoiler.

Performance

This is a very fast car. Alpina claims a 0-100 km/h time of 5,6 seconds and a top speed of over 280 km/h. The in-gear acceleration is much better than the M3's.

ALPINA B3 3,2(e-46)

This car was presented at the Birmingham Motorshow in December 1998. It is, as you see, based on the latest generation 3-series, the e-46. The new B3 uses the same 265 bhp, 3,2 litre six-cylinder engine as the e36 B3. It is only available with the Switch-Tronic gearbox. The acceleration from 0-60 mph takes 6,9 seconds and the top speed is 160 mph. The production starts sometime in spring, earliest in April. I will update this site with more info when it's available.