

brakes are strong and progressive too, with plenty of feel. Standing starts are no problem either, all you do is press the accelerator and hold on. Alpina quotes five seconds for the 0-60 dash and it feels perfectly capable of it, while acceptably rapid performance is available on only half throttle.

Back at Sytner, Nick Godfrey tells me that the Roadster has impressed all the staff at the dealership like no other Buchloe product. He also explains that the car has no Alpina



Alpina Roadster loses on power to BMW's Z8 but it's all much more accessible. You don't need to be a hardened road warrior to get the best from it and the auto box suits the car's character perfectly.

front splitter or sidestripes because it would be like "putting a moustache on the Mona Lisa". An apt point.

So, is the Alpina Roadster V8 the soft option? It is, but that's no bad thing. For some, the Z8 will be the choice, others will find it too brutal, and the manual box does not serve the car's character. Nick's convinced an automatic Z8 would have increased the car's sales in Europe. Now that option exists, it will be interesting to see the take-up. America's wild for it, demanding more units than Alpina can make in a year.

The Alpina Roadster V8 is a simply stunning piece of kit. With the lever in drive, the top down and one hand resting on the wheel, your sense of well-being is equalled by only a select few other cars. For just £6000 over a Z8, I think Alpina Burkard Bovensiepen GmbH can be once again be commended for creating yet another modern classic. ○

Tech Spec

Engine

Alpina-developed 4837cc dohc 32-valve V8, aluminium block and head, Bosch Motronic engine management, revised crank with 93x89 mm bore/stroke, Mahle pistons, Alpina exhaust system, 381 bhp at 5800 rpm, 383 lb.ft at 3800 rpm

Transmission

Five-speed ZF 5HP24EH box with Alpina Switchtronic, final drive 3.38:1, Dynamic Stability Control (DSC), Dynamic Brake Control (DBC), traction control

Suspension

Alpina dampers and springs mated to MacPherson struts front, quad-link integral rear, improved anti-roll bars front and rear

Wheels & Tyres

Alpina 20-spoke alloys, 255/35ZR20 front, 285/30ZR20 rear, Michelin Pilot Sports all round

Body

Standard BMW Z8 in Stratus Grey, Alpina badge on bootlid

Interior

Cream Nappa leather with Alcantara and Alpina roundels and rhoms, air conditioning, electric windows, central locking, cruise control, electric heated seats, airbag, on board computer, power steering, electric roof, CD player, ABS, Alpina built plaque in rear bulkhead, Alpina three-spoke steering wheel

Performance

Maximum speed: 166 mph (limited)
0-60 mph: 5.0 secs

Price

£86,000

