

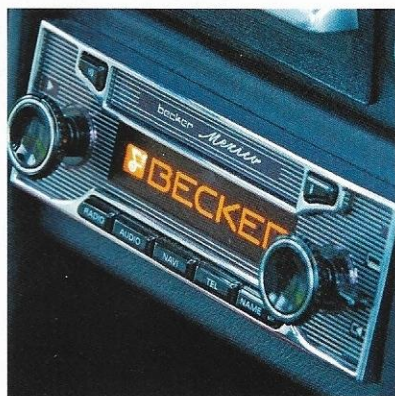
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**L**ate 1950s Germany. The country is recovering miraculously from the devastation of the war. A young man struggles to finish his abitur, the school leaving certificate, after years confined to bed with tuberculosis. He goes on to study engineering and seems destined to a career in his father's office machinery business.

But this young man's name is Burkhard Bovensiepen and his first love is cars. His early foray is unsuccessful: buying VW Beetles and selling them to the US proves too precarious, so he joins the family firm and cars are relegated to hobby status. When the homebrewed twin carburettor conversion he devises for his 1500cc Fiat is a success (until the engine cries enough at the onslaught of 50 per cent more power), Burkhard has found his metier and turns his attention to BMW's striking new Neue Klasse saloon. This advanced, conservatively engineered four-door can clearly take a lot more power than its single carburettor 1499cc OHC engine serves up. There are plenty of takers for Burkhard's twin Solex and



In 1971, BMW's Kugelfischer fuel injection 2002 produced 130 bhp. At a third of the price of a Porsche 911, the Neue Klasse coupé's sporting reputation was now well established



**Left: The Becker Mexico stereo was a cult unit during the sixties, but this modern day remake has an MP3 player, sat-nav and it's iPod compatible. They are the perfect solution to classic BMW owners not wanting to ruin the retro content.**

**Far left: Obligatory Alpina front spoiler adds some aggression to the 2002's front-end.**



**Left: Momo Prototipo steering wheel is another throwback that's available brand new in 2011.**

later twin Weber conversions. By 1964, BMW dealers are offering his tuning kits and in 1965, his father closes the office machinery business and Burkhard takes the name Alpina and founds his own enterprise. Alpina will become BMW's closest ally, its racing division and sounding board for new technology, and in 1983 a manufacturer in its own right. But all that is in the future.

If the Neue Klasse turned the economic corner for BMW, it was the handsome two-door coupé version that consolidated its position and established the Munich firm's reputation as the maker of properly engineered sporting cars. The light, agile coupé simply demanded more power and by 1967 BMW was offering it with the 1990cc OHC engine it had built for the low volume 2000CS. Alpina soon offered a twin carburettor version of the 2002 and when Munich responded with its own twin carb, Alpina offered more power. In 1971, BMW's Kugelfischer fuel injection 2002 produced 130 bhp. At a third of the price of a Porsche 911, the Neue Klasse coupé's sporting reputation was now well established.

The 2002 proved irresistible to the racing fraternity. By the early '70s Alpina had established its market, building a range of tuning improvements which went all the way from 15 bhp upgrades to entirely rebuilt 200+ horse power race versions of the four-cylinder 1990cc engine. For ultimate road performance in tuning-mad Germany, a more subtle specification was required and this was Alpina's A4S. A reworked head –



## CONTACT

This Alpina A4S is for sale through MUNICH LEGENDS. For more details, call the team on 01825 740 456 or visit [www.munichlegends.co.uk](http://www.munichlegends.co.uk)

and with ten years' experience, Alpina was the master here – had larger valves, special pistons and camshaft, and bespoke induction and exhaust systems. The customer could specify twin carburettor or fuel injection – both versions yielded around 165 bhp with slight variance in torque curves and top speeds. Chassis improvements in the form of bigger semi-trailing arms, specific dampers and springs, and thicker anti-roll bars were incorporated to cope with the 25 per cent power increase over the standard tii. Alpina's alloy wheels allowed the fitting of 165 rubber, spindly by today's standards, but a big step up from the 145 section which was the norm then. For the engine and transmission, Burkhard devised an amazing range of options from five-speed closer ratio gear boxes and limited slip differentials to racing clutches and lightened flywheels, and heavy duty cooling systems and even quicker steering racks. It all underlined Alpina's position as the most comprehensive of the small army of tuners modifying 2002s in the 1970s.

Between 1967 and 1975, some 339,000 BMW 2002 models left the production lines in Munich. It was Germany's first truly accessible sports car and it was also the model that made BMW's name in the USA. But of the many derivatives, probably the most accomplished was the Alpina A4S. Of the 200 or so made, very few survive in anything like their original condition (if they survive at all). One that does belongs to Richard McHowat of Somerset.

A serial 2002 owner, Richard McHowat's banking career has taken him around the world. Among his BMW achievements is managing to own the same 2002 three times! As a thrusting young executive in Jordan in 1980, he was already driving the must-have car

of the period, the BMW 323i, but his attention was caught by a Zender kitted 2002 tii, which to his eyes was, from its twin headlights to its rear window line, a more successful design than his new 3-Series. The 2002 tii was the car for him, so, arriving at his next posting, the then British colony of Hong Kong, he set out to find a tii. It proved to be an extremely rare commodity on the peninsular; when Richard did eventually unearth an example (under a dust sheet where it had been rotting for several years), an expensive restoration was called for. And no sooner had he finished it than the job demanded he go elsewhere and the white tii had to be sold – at something of a loss (greater love hath no man, etc). Some years later, Richard again found himself billeted in Hong Kong and idly looking through the classified ads, the first car he saw was none other than his white 2002.

At this stage you almost know what's coming: he bought it (again), had to restore it (again), and barely had time to enjoy it before (once again) being posted elsewhere. The 2002 virus is tenacious so when Richard tells you that during his third stint in Hong Kong, he sought out, repurchased, refettled and resold that white 2002 tii, he doesn't really need to explain any more. He last saw his tii in 1992 and to this day wonders what became of it.

A few years on, in Thailand now, the 2002 virus struck him again. Despite now owning a yellow tii, Richard thought that it might be more fun to keep a 2002 in the UK to enjoy during his leave and this time, he went for the Turbo. Alas, fun it wasn't.

"It never ever ran properly," he says. "There was always something. It wouldn't rev, and I almost lost count of the number of times the cylinder head had to come off. It cost me a fortune shipping it between my family home in Aberdeen and a specialist in eastern England, but all to no avail." Even the well-known 2002 specialist was stumped and in the end after persevering for years, Richard sold the miscreant Turbo to a rather demanding Norwegian, only to hear a few weeks later that the Turbo had stranded the hapless Scandinavian and his wife in the middle of nowhere near the Arctic Circle.

"My luck with the Turbo mirrored other owners' experience," Richard goes on. "The feeling is that BMW never developed the engine sufficiently for the stresses of turbo charging."

This is probably close to the truth: BMW brought out the Turbo relatively quickly to homologate the car they had built for the 1974 German saloon car championship, which it duly won. However, the Turbo appeared effectively right at the end of 2002 production and BMW was already on the point of launching the new 3-Series where no turbo version was planned. The BMW

Below: 'Coconut' floor mats are in great shape and just ooze seventies panache.





## OWNER'S FEATURE

Turbo episode makes for an interesting contrast with the rather more successful Porsche 911 Turbo, which emerged from Stuttgart soon after, but which had several seasons' racing experience distilled into the design of its engine.

"So once again I was 2002-less," continues Richard. "The thought of going back to a 2002 tii is a bit disappointing when you've driven the Turbo, and then I thought of the Alpina which belonged to someone I knew well. He was barely using the car and in 2007 he agreed to sell it to me."

This time Richard had acquired what seemed a perfect 2002: the Alpina A4S was not only in superb original condition having spent much of its life in dry storage, it was also exceptionally well equipped, having the five-speed Getrag gearbox allied to a limited slip diff, the original Alpina butterfly injection system and such desirable fittings as the Alpina front spoiler, dashboard instruments and Alpina steering wheel. It even has the proper Bilstein 'green dot' dampers which Bilstein UK has refurbished.

Non-original additions such as the 2002 Turbo seats and rear spoiler are tasteful and period type improvements, and the BMW has the rare and splendidly '70s 'coconut' floor mats. Richard believes that his car's Alpina stripes are a later addition as stripes made their first appearance on the later E21, but is inclined to leave them as they look the part against the white bodywork.

The effect is rounded off by refurbished Alpina alloy wheels and the rechromed Hella auxiliary lights. Documentation accompanying the car shows the 2002 was purchased from dealer Wahl of Hüttental in June 1974 and despatched to Alpina in Buchloe where the tii would be transformed into an A4S. A letter from Alpina also in the history file attests to the fact that the engine fitted by Alpina was number 1270 from a batch built at Buchloe in February 1974. The A4S went on to have three German owners, the third a collector, before coming to the UK in 2002, and has covered a mere 25,000km since a rebuild at Alpina's workshops in 1981.

With such fantastic condition and immaculate provenance, Richard's ownership began very well. He was delighted with the nimble handling ("But watch out for lift-off oversteer!") of the little BMW and its smooth, free revving 2-litre which ran so happily to its 7,000 rpm redline.

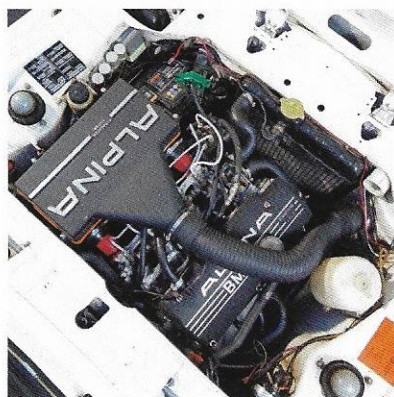
"It really was the Turbo without the aggro," says Richard. And then, suddenly, the car was misfiring above 4,500 rpm. As attention focused on the fuel pump, even Alpina was uncertain whether this should be a bespoke item or the standard tii unit. Fuel pipes blew under excess pressure from the replacement pump and Richard's heart sank. It was beginning to resemble the trials and tribulations of his Turbo all



over again. He feared the worst. Then old 2002 hand Ron Warmesley pointed out that the problem was no more than a worn throttle spindle, easily replaced. Since then, the A4S has performed faultlessly, merely dying once briefly on a Brighton roundabout until Richard guessed correctly that an ignition lead, recently disturbed by the plumbing in of a new Becker Mexico, had fallen off.

"You have to remember it's a 40-year-old car, so you have to make allowances," Richard points out. "The brakes for instance: even with Alpina's four pot callipers and ventilated discs plus BMW's twin servos, it still takes some stopping. And after a few hours, it starts to feel noisy, which of course it is. But it's such a classic design – the line of the rear window, that glass house – visibility is just so good. You don't drive a 2002 like this every day but for weekend outings, particularly club trips, it just gives me so much pleasure."

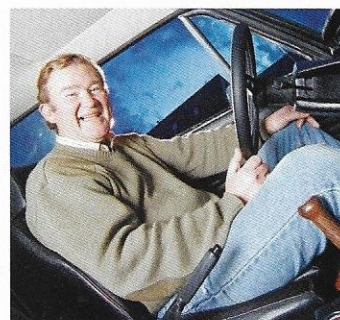
After 30 years of 2002s, Richard McHowat has at last found one of the best remaining examples of the most dynamic and desirable of the 2002 range. After all he has done for and spent on the 2002 heritage, we think it's the least he deserves!



**Above: 13-inch Alpina wheels suit the 2002 perfectly.**

**Below: Richards 2002 Alpina in Devon 0089 Kugelfischer fuel injection and individual throttle bodies helps to alleviate the 163 bhp power figure.**

## TECH SPEC



### ENGINE

1990cc OHC four-cylinder, Kugelfischer fuel injection with individual throttle bodies and Purolator air filter, bespoke Alpina cylinder head, camshaft, induction and exhaust, forged pistons, compression ratio: 10.0:1

### TRANSMISSION

Getrag close ratio five speed and limited-slip differential

### SUSPENSION

MacPherson struts, Alpina rear semi-trailing arms, Bilstein dampers and uprated springs, thicker anti-roll bars

### BRAKES

Alpina ventilated front discs, four piston callipers, rear drums with bonded linings

### WHEELS & TYRES

Alpina alloy 5.5x13-inch wheels, 165 section tyres

### PERFORMANCE

Top speed:  
130mph + (dependent on final drive ratio)  
0-62 mph: 7.4 seconds  
Power: 163 bhp at 7,000rpm  
Torque: 133lb.ft at 5,000rpm

### PRICE IN 1972 (GERMANY)

DM 22,000 (depending on options); for comparison, the stock 2002 tii cost around DM 10,000