

cck historic

NEWSLETTER

Summer 2014



BMW-ALPINA 2800CS

We've undertaken the restoration of the original BMW-Alpina Coupé, one of the most significant BMW's in Alpina history.

success of these products Alpina made a move into motor racing. Alpina modified cars were very successful in racing but in 1969 BMW-Alpina entered into the European Touring Car Championship in their own right with BMW's 2002ti. The famous orange and satin black livery was established and in their first ETCC Championship season Alpina's Gunther Huber finished in 2nd place behind the BMW Works driver Dieter Quester. BMW were keen to exploit the potential of their six cylinder E9 Coupe and loaned a car to Alpina for development. In July of 1969 Alpina entered this car in the Spa 24 hour race with Helmut Kelleners and Nicolas Koob behind the wheel. The car finished a very credible 9th overall. This success was a milestone and perhaps one of the most significant in BMW's racing history. The potential of the E9 Coupe was well and truly exposed and in the years to follow the model would cement itself in touring car legend evolving into the lightweight 3.0 CSL "Batmobile" and eventually into the incredible Group 5 Turbo charged

monsters of the mid 70's. The car you see here is that very car. The first car in the evolution of the model, the genesis that spawned one of the most spectacular touring cars the world has ever seen. The battles between BMW CSL's and Ford Capri's will forever be regarded as one of the greatest eras in touring car racing and as the E9 evolved so did this car receiving each development as the regulations allowed and in 1973 was converted to full 3.0CSL specification.

When this 2800CS left BMW it was a road car in metallic Tundra Green. Exactly what Alpina did to the car prior to the Spa 24 hour race we don't know. From the photographs we can see the standard alloy wheels have had the centre caps removed and racing tyres fitted. A straight through, side exit exhaust was fitted which would have no doubt complimented a tuned engine. The bumpers had been removed, a roll cage is also visible and four spot lights were fitted to the front. The car performed exceptionally well finishing 9th overall and 8th in class. It was immediately



Alpina is a giant among tuning companies. A name synonymous with motorsport success and a brand that has played a pivotal role in creating the BMW legend. Alpina officially started life in 1965 by Burkard Bovensiepen although the fitment of Weber carburettors to BMW 1500's began a few years earlier. Alpina began by offering tuning kits for BMW 1500, 1800 and 1600-2 models with a pair of Weber carburettors and manifolds, camshafts and modified cylinder heads. The range of products expanded to include other engine components and through the



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obvious that the E9 Coupe and its straight six engine had huge potential. After the race Alpina offered to buy the car from BMW along with three others and all four were prepared for the 1970 European Touring Car Championship. The regulations allowed a small "bubble" wheel arch extension which all cars received along with the now legendary orange and black livery. Traces of the original Tundra Green and Alpina's orange paint have been found on many components during the restoration. The regulations allowed for the engine capacity to be increased to 3 litres and all four cars ran triple Weber DCOE carburettors. Alpina campaigned the cars throughout 1970 with this car scoring a pole and a win with Alex Soler-Roig at the Salzburgring. For the 1971 season Alpina sold the car to privateer Jens Winther who went on to win the Danish Touring Car Championship outright with three wins and five 2nd place finishes. 1972 only saw the car race once in a DRM race at Diepholz.

The car did not compete in 1973 and was eventually sold in October to Finnish driver Tuisku Urpiala. After a visit to Alpina in Germany, Urpiala decided to strip the car down and rebuild it to the latest Group 2 BMW 3.0 CSL specification. He ordered all the necessary parts from Alpina including a 360 bhp 3.5 litre race engine with slide throttle fuel injection, modified front and rear subframes and suspension, progressive coil springs, Bilstein dampers, adjustable anti-roll bars, aluminium brake disc supports and a differential cooler and pump. The bubble arches were

removed and replaced with larger Group 2 arches and the interior was removed apart from the dashboard, headlining and door cards. The standard gauge panel was replaced with a custom gauge panel and Smiths Chronometric rev counter. The body shell was partially stripped at this point. Our investigation has revealed that the outside of the car was striped to bare metal but the windscreens were left in place. Traces of the original paint were found behind the window rubbers. A full set of CSL aluminium doors, bonnet and boot lid were fitted. The inside of the car was painted blue with the exterior in white with some intricate blue and red stripes. The CSL aerodynamic kit was added, which included the boot lid spoiler, rear wing and roof spoiler. Elaborate pipe work ran through the interior to transport fuel and oil and a new 8 point aluminium roll cage installed. The car was prepared for the 1974 Finnish Championship where Tuisku Urpiala finished 2nd overall. He returned with the car in 1975 and 1976 winning the championship in both years.

From 1976 very little is known. At some point a set of very wide Group 5 wheel arches and wider wheels were fitted to the car but the car did very little from this point until it was re-discovered prior to our restoration. It was decided that the car had to return to its Group 2 CSL specification as campaigned by Tuisku Urpiala in Finland as 99% of that car was present and intact. Almost all of the original 2800CS components that would have been with the car when Alpina ran the

car were long gone. One of the greatest discoveries in this project was when we removed the ultra wide wheel arches and discovered the original Group 2 arches still intact underneath. The body shell carried so much of its history in the layers of paint and the various modifications that we decided that it could not be over-restored. We made only the necessary repairs and left the scars of its history and the remaining traces of original paint intact. The assembly of the car has gone in much the same way the owner Ben Gulliver wanted to keep as much of the cars history intact so where ever possible original parts were left in their original finish with only a clean and a service before being reinstalled. This BMW is not yet complete and we have yet to tackle the fuel injected engine. Over the coming months we will continue the build which will include a new roll cage to meet current regulations along with the necessary safety items to enable this historic BMW to once again return to the circuit.





ALPINA RESTORATION

RESTORATION & CLASSIC CAR SERVICES

Every classic car requires maintenance whether you drive it daily or just in the summer months. We have over 30 years experience servicing and restoring all classic marques from Austin to Ford and even Rolls Royce. We can ensure that your classic is safe and reliable. No job is too large or too small. A spring time service and and post Winter recommission often includes a rolling road session and MOT. If your classic vehicle requires a little more than just a service we can handle that too. We can restore your car. From a bare shell, we can replace rusty metal with new panels, we can paint your shell to a very high standard and we can rebuild all of your mechanical components in house. There is virtual nothing that gets out sourced which means we can manage your restoration from start to finish with complete control. We welcome our customers to come and visit their cars during the process and can also provide photographic updates via email.



CCK ROAD & RACE ENGINES

We offer a full engine building service here at CCK. Whether it be a completely standard unit, a mildly tuned road engine or an all out race or rally motor. We can offer advice on modifications such as cylinder heads, carburetors, compression ratios, manifolds and camshaft selection. We have an in house machine shop where we can skim heads, deck blocks and wedge and blade crankshafts. We have many years of experience with both SU and Weber carburetors and can make a number of modifications to get the very best out of them. Our engines can be seen in action in many historic racing cars around the UK. Please call to discuss your requirements whether you just need a refresh, a rebuild or an altogether new engine CCK can help.



BESPOKE ROLL CAGES

After the recent purchase of a tube bending machine we now offer a bespoke roll cage service. There are many historic marques that are not catered for with off the shelf components, therefore, you may not have a choice but to have a bespoke cage made. We can build you a full cage for any car or you may just want to add door bars and a diagonal to an existing cage. Whatever your requirements, all of our cages meet MSA regulations and can be supplied unpainted or colour matched to your vehicle in 2 pack gloss. For more information or an estimate please call us on 01825 733060 or email info@cckhistoric.com



RACE PREP & SUPPORT

We specialize in the preparation and support of historic racing cars. The level of support is up to you but most of our clients operate on an arrive and drive basis. Their cars are stored at our workshop facility in East Sussex where we maintain, repair and prepare them for every race. We like to play an active roll in development of car and driver and ultimately like to see our clients further up the grid than where they started when they joined us. We can also keep your car in top tune with our in house rolling road. Before every race meeting the cars are thoroughly inspected, prepped and transported to the race venue. Once at the circuit the cars are kept under our awning where we also provide hospitality to our drivers. Full support during the race is also included as well as any emergency repairs that may be needed. We bring a large number of spares to every race meeting and make every effort to ensure our drivers get the most out of their weekend. After the race we transport the cars back to our workshop facility where they stay until the next race. If you want to get out in your car between races we can also help organise track days and testing. Our closest circuits are Goodwood and Brands Hatch. If you are interested in having us look after your race car or any other services we offer please do not hesitate to get in touch.



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