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Introduction - Alpine unveils two new versions

- **Two new A110 versions for the road; one new A110 for the racetrack**
- **Pure and Légende production series versions with distinct characters**
- **New colour options and wheel designs**
- **GT4 racing car developed by Signatech is the ultimate A110 for the track**

Geneva, March 2018 - Following the successful introduction of the A110 Première Edition, Alpine announces three new versions of its lightweight sports car. The A110 Pure and A110 Légende are the production series versions that broaden Alpine's scope, while the A110 GT4 competition car, developed by Signatech, will write the next chapter in Alpine's motor racing story.

Sharing their technical specifications with the A110 Première Edition - which was limited to 1,955 examples and sold out within five days of going on sale - the A110 Pure and A110 Légende offer two distinct characters. The Pure is the A110 at its most driver-focused, the closest in spirit to the original A110 Berlinette that won the Monte Carlo Rally in 1973. The Légende's grand touring credentials and everyday usability, meanwhile, are underpinned by its six-way adjustable comfort seats and higher equipment level.

The Pure and Légende are based upon the same lightweight and exceptionally strong aluminium chassis as the Première Edition, which forms the basis for the A110's trademark agility and handling precision. Mounted immediately behind the two-seater cabin the turbocharged 1.8-litre four-cylinder engine, with a peak power output of 252PS, delivers thrilling performance, while double wishbone suspension ensures all versions of the A110 exhibit the dynamic poise and responsiveness of a true Alpine.

Along with the unveiling of the Pure and Légende versions, Alpine also confirms three new bodywork colour options - Blanc Irisé, Bleu Alysse and Gris Tonnerre - as well as four new wheel designs.

Developed by Alpine's motorsport partner Signatech, meanwhile, the new GT4 racer is the ultimate expression of the A110's remarkable agility and track-bred performance. Alongside the A110 Cup it becomes the second racing version of the A110. With increased engine power and aerodynamic downforce compared to the A110 Cup, the A110 GT4 will see Alpine return to competition on the racetrack against the world's most prestigious car makers.

A small number of A110 GT4s will race throughout Europe during the second half of 2018 before the car goes into full-scale production ahead of the 2019 season. All A110 GT4s will be campaigned by customer teams with factory support from Signatech. A unique part of the A110 racing car proposition is the option to upgrade an A110 Cup to GT4 specification using a kit of components.

Pure and Légende bolster A110 range

- **Pure is the most driver-focused A110**
- **Légende enhances the A110's refinement and everyday usability**
- **Both versions share technical specification with Première Edition**
- **New body colour options, comfort seats and wheel designs also announced**

Having been introduced late in 2017, the sold-out A110 Première Edition became the first new Alpine for more than two decades. Now, as the production series versions of the A110 are unveiled, Alpine's revival continues at pace.

With their own distinct personalities, the Pure and Légende models broaden the scope of the A110 sports car. Beneath the surface both versions share their lightweight aluminium structure, turbocharged powertrain and suspension settings with the Première Edition, meaning they remain true to Alpine's core principles of absolute agility, thrilling performance and handling precision. With the A110 Pure destined to live its life on winding mountain roads, the A110 Légende is the grand tourer of the range with effortless everyday usability pushed to the fore.

The A110 at its most driver-focused, the Pure continues in the same thrill-inducing spirit as the A110 Première Edition. It also recalls the classic Alpine models that achieved countless victories on Europe's racetracks and rally stages in the Sixties and Seventies. Offering the most stripped-back driving experience and an unfiltered connection between driver and machine, the A110 Pure comes equipped with 17" wheels and some weight saving measures, including one-piece Sabelt sports seats that weigh just 13.1kg each - the same items that were fitted to the Première Edition. As a result, the A110 Pure weighs less than 1100kg.

Its sporting intent is underlined by leather and microfibre interior upholstery and matte carbon fibre cabin trim. Like all road-going versions of the A110, the Pure is equipped as standard with Alpine's Mode Selector, which enables the driver to switch between Normal, Sport and Track modes. It also comes with climate control air conditioning, satellite navigation, mySPIN mobile phone connectivity and LED head and taillights, meaning everyday ease of use hasn't been compromised in the pursuit of driver engagement.

Buyers can optionally add more powerful Brembo brakes and an active sports exhaust for a stirring sports car soundtrack, while 18" wheels in a choice of two designs are also available. Six-way adjustable comfort seats - which are still light and very supportive - and a choice of two Focal audio systems can be specified to make the Pure better suited still to everyday use, as can front and rear parking sensors with a reversing camera.

Meanwhile, the A110 Légende is a sophisticated grand tourer with a refined personality. Its day-to-day credentials are highlighted by six-way adjustable comfort seats, full leather upholstery in black or brown and gloss-finished carbon fibre interior trim. A Focal audio system, plus front and rear parking sensors with a reversing camera further underline its effortless usability. The distinctive two-tone 'Légende' wheels, meanwhile, pay homage to an original A110 Berlinette 1600S wheel design. Two additional 18" wheel designs are also available.

The A110 Légende can be further upgraded with a Focal Premium audio system, which adds a subwoofer to the pair of speakers and two tweeters, as well as an active sports exhaust and heated seats. Like the Pure, the Légende is already equipped with climate control air conditioning, satellite navigation, mySPIN mobile phone connectivity and LED lights.

With the introduction of the Pure and Légende models, Alpine is also announcing three new paint options: Blanc Irisé, Bleu Aysse and Gris Tonnerre. Additionally, Bleu Alpine and Noir Profond are also available, having been introduced on the Première Edition.

All versions of the A110 are covered by Alpine's three year/100,000km warranty, which can be extended to four or five years. Alpine also offers maintenance packages along with a full range of finance options.

Michael van der Sande, Alpine managing director, comments: "With the launch of the Pure and Légende, there is now an A110 to suit all tastes. The Pure sits right at the heart of what Alpine is all about; agility, responsiveness and the most rewarding driving experience.

"The Légende is the model that really takes Alpine into new territory. Its technical specification is identical to that of the A110 Pure, so it is thrilling to drive, too. With its comfort seats and

higher standard specification, though, it is undoubtedly the model for those buyers who will be using their A110 on a daily basis or for long journeys.

“Between them, the new Pure and Légende models lift the revival of Alpine to the next level.”

Antony Villain, head of design at Alpine, adds: “By introducing the Pure and Légende we have broadened the A110’s footprint, giving it a wider appeal. The two models have their own distinct philosophies; the Pure is for the keenest drivers who demand the most involving driving experience, while the Légende is about style and refinement.

“The Pure’s sporting personality is demonstrated by its Sabelt sports seats, matte carbon fibre interior trim and 17” wheels. It is clearly the most stripped-back, focused version of the A110. Meanwhile, the Légende’s heritage flavours, including brown leather upholstery and 18” ‘Légende’ wheels, which are inspired by an original A110 Berlinette 1600S wheel design, indicate a more refined character.”

Tentative price for Pure will start at: € 54 700 // CHF 61 000

Tentative price for Légende will start at: € 58 500 // CHF 65 500

A110 GT4 racer adds new chapter to Alpine's motorsport story

- **Developed, built and sold by Signatech leveraging decades of racing experience**
- **Alpine returns to competition with other car makers in a production-based category**
- **A110 Cup can be upgraded to GT4 specification with kit of components**
- **GT4 adds next step to Alpine's ladder of progression**

Ever since its foundation in 1955, Alpine has competed at the highest levels of international motorsport to demonstrate the performance and durability of its cars. Alpine's most famous motorsport successes include overall victory the 24 Hours of Le Mans in 1978 and winning the 1973 FIA World Rally Championship teams' title. Today, it continues to race in the LMP2 FIA World Endurance Championship - winning the series in 2016 - while the one-make Alpine Europa Cup allows amateur Alpine enthusiasts to compete in track-prepared A110 Cup race cars.

The new A110 GT4, meanwhile, will see Alpine return to the racetrack in competition with the world's most prestigious car makers in a production-based category. Building on the specification of the A110 Cup with more power and enhanced aerodynamic downforce, the GT4 is the ultimate version of the A110 sports car.

Developed, built and sold by Alpine's motorsport partner Signatech - the organisation that operates Alpine's FIA World Endurance Championship programme and the Alpine Europa Cup - the A110 GT4 is based on the A110 road car, sharing its lightweight aluminium chassis and double wishbone suspension. Motorsport-specification springs and dampers, Brembo competition brakes, racing tyres, a downforce-generating front splitter and rear wing, a sequential competition gearbox and extensive engine upgrades lift the A110's track performance to as yet unseen levels. A safety cage, fire extinguisher and racing seat and harness complete the motorsport makeover.

Equipped with air conditioning, the A110 GT4 retains the road car's 1.8-litre turbocharged four-cylinder engine, albeit with significant power upgrades.

To be run by customer teams with support from Signatech, the A110 GT4 will begin racing in selected events in the second half of the 2018 season. The car will enter full production in time for the 2019 motorsport season.

Uniquely, Signatech will offer A110 Cup customers the opportunity to upgrade their cars to GT4 specification using a package of components, enabling them to compete in the Alpine Cup one season and progress to the GT4 category the following year, all with the same car.

Being based on the A110 road car, the GT4 racer benefits from that model's inherent qualities. Its compact size and lightweight construction are key virtues for circuit racing, as is the mid-engined layout and optimal weight distribution. With very light tyre use and a power-to-weight ratio of 3.2kg/hp - the very limit permitted by GT4 regulations - the A110 is particularly well suited to the GT4 category.

Eligible for the SRO European GT4 Series, the international Creventic 24 Hour series and many one-off races such as the Spa 24 Hours, the A110 GT4 will be seen competing around the globe at many of the world's most famous circuits.

With the launch of the A110 GT4, Alpine's ladder of progression takes another step. Driving enthusiasts can begin by enjoying their A110s on the road before heading out on circuit during Alpine's official trackdays. From there, they can begin competing against like-minded enthusiasts in the Alpine Cup before eventually progressing to the top rung of the ladder in the A110 GT4.

Michael van der Sande, Alpine managing director, comments: "Alpine made its name by competing against other car makers and the new A110 GT4 by Signatech will see us return to that arena. I'm confident the car will be competitive; our ambition is for it to win races and championships.

“Now, amateur competitors can race with us in the Alpine Cup in a friendly and relaxed environment before upgrading their cars and tackling the highly-competitive GT4 series.”

Philippe Sinault, Signatech team principal, adds: “Since 1990 Signatech has competed in various international motorsport series in both single-seaters and endurance racing, with enormous success. We’ve applied all of that experience and expertise to the development of the new A110 GT4 to make it a highly competitive racing car.

“Since teaming up with Alpine in the FIA World Endurance Championship we’ve won races on three continents. In 2016 we won the LMP2 class at the 24 Hours of Le Mans on our way to winning that year’s championship. We look forward to enjoying that same level of success with Alpine in the GT4 category.”

Appendix

A110 technical and design details

- **Lightweight aluminium construction**
- **Double wishbone suspension**
- **Mid-mounted 252PS turbocharged engine**
- **All-new A110 design inspired by classic Alpines**

Engineered for driving pleasure

Lightweight, agile and rewarding to drive, the A110 is above all else a true Alpine. Designed from a blank sheet it has been engineered to thrill and engage the driver at all speeds, prioritising driving pleasure above lap times and outright acceleration figures. It does this without compromising on everyday comfort, and it can be enjoyed by drivers at all levels of experience or ability.

Its lightweight construction, low roll centre and perfect weight distribution allow the driver to feel at one with the machine. The aluminium chassis and bodywork form the basis for the A110's poise and agility. Bonded and riveted to reduce weight even further, the compact aluminium body offers the best possible balance between rigidity, weight and build quality. Weighing as little as 1080kg (with fluids) the A110 occupies its own niche within the sports car segment, offering a uniquely engaging driving experience.

As well as the lightweight construction, the A110 owes its agility to the all-round double wishbone suspension layout. Whereas most cars in the premium sports car segment use simpler strut-type suspension systems, Alpine's engineers favoured a double wishbone arrangement for the multitude of ride and handling advantages it confers.

The A110's 44:56 weight distribution - perfect for a mid-engined sports coupé - is helped by the fuel tank being located immediately behind the front axle line. This means the A110 is perfectly balanced in cornering and the driver feels at one with the car at all times. With its very pliant ride quality and suite of driver aids - including ABS, traction control and stability control - the A110 remains useable, safe and comfortable day-to-day.

The 100-litre storage space in the front is generous enough to accept a pair of airline carry-on cases side-by-side, while the 96-litre rear storage compartment can accommodate two full-face helmets plus an overnight bag.

Supplied by renowned brake specialists Brembo, the A110's optional 320mm brake discs with four-piston aluminium calipers on the front axle provide strong and durable stopping power. The stability control system, meanwhile, features an intermediate Sport mode, as well as a Track setting that allows a little more wheel slip before intervening, giving a more engaging yet secure drive. For circuit use, the ESP system can be disabled fully regardless of the selected driving mode.

The three driving modes are Normal, Sport and Track. As the driver switches up through the modes such parameters as throttle response, steering assistance, gearshift speeds and stability control intervention - as well as exhaust sound if the optional active sports exhaust is fitted - are all adapted to deliver a sharper, more thrilling and more emotional driving experience. The 10-inch digital TFT display within the instrument binnacle also changes with each driving mode, favouring the rev counter, gear display and gear shift lights in Sport and Track.

The turbocharged 1.8-litre direct injection four-cylinder engine develops a maximum power output of 252PS at 6000rpm, with 320Nm of torque from just 2000rpm. The responsive, energetic in-line engine delivers its power to the rear wheels via a wet clutch seven-speed Getrag dual-clutch transmission, which features Alpine-specific ratios. The gearbox offers fast shift speeds and combines a manual function - in which the driver can change gears using the aluminium paddles - with an effortless automatic mode. The brake-based electronic differential function, meanwhile, delivers superb traction even in slippery conditions.

The car's excellent power to weight ratio (228PS/tonne), plus a launch control system, enables the A110 to sprint to 100kph (62mph) in 4.5 seconds. Its top speed is electronically limited

at 250kph (155mph). The lightweight construction ensures excellent fuel efficiency (6.2L/100km combined) and low CO₂ emissions (141 g/km). With a flat underbody and functional rear diffuser, the car's carefully crafted aerodynamics eliminate the need for a rear spoiler. This preserves the A110's elegant, timeless silhouette. Air inlets in the front bumper, meanwhile, create a curtain around the front wheels, improving air flow and reducing drag.

Timeless, elegant design

Inspired by the original A110 Berlinette, Alpine's most iconic model, the all-new A110 forms a link between the brand's heritage and its future. Led by Frenchman Antony Villain, the design team set out to capture the spirit of Alpine in the new car while also creating a design language that would stand the test of time.

The twin front headlights, sculpted flanks, distinctive bonnet spine and wraparound rear screen are clearly borrowed from the A110 Berlinette, while the LED running lights and 'X'-shaped LED tail-lights, with dynamic turn indicators, hint at the car's modern day engineering and performance. The single, graceful line that flows from the very front of the car to the rear, meanwhile, is a signature Alpine design feature. With very few technical restraints to work around and an open design brief, the designers were able to realise a beautiful, elegant shape that's instantly recognisable as an Alpine.

The car's clean, uncluttered silhouette was achieved by working in parallel with the engineering team. A completely flat underside and functional diffuser mean there's no need for a rear spoiler. And although the exterior dimensions are very compact, contributing to the car's agility, the cabin still offers enough space for taller drivers to sit comfortably, even if they're wearing a helmet.

Access to the high-quality cabin is among the best in the sports car sector thanks to the low and narrow sill, while the interior itself reflects the A110's lightweight construction. The floating centre console and exposed seat brackets give a sense of purpose and lightness.

History of Alpine

- **Founded by Frenchman Jean Rédélé in 1955**
- **Original A110 Berlinette launched in 1962**
- **Dieppe factory built in 1969**
- **Alpine acquired by Groupe Renault in 1973**

Alpine owes its existence to one man - Jean Rédélé. Born in 1922 in Dieppe, France, Rédélé was a lifelong car enthusiast and a gifted driver and mechanic. He studied in Paris as a young man before establishing a car dealership in his home town, selling Renaults. A keen and competitive rally driver, Rédélé entered his Renault 4 CV in various motorsport events throughout the early Fifties, upgrading his car with each passing year.

Rédélé achieved a series of class wins in famous motorsport events such as the Mille Miglia road race and the Critérium des Alpes rally (also known as Coupe des Alpes). Having identified a gap in the market, and encouraged by his motorsport successes, Rédélé established his sports car company in 1955. He chose the name Alpine in tribute to the Critérium des Alpes rally - scene of his greatest competitive achievement to date - which was staged in the Alps mountain range in the south of France each year.

The tight, twisty Alpine roads gave Rédélé not only his company's name; they also determined the fundamental set of technical principles that would define every Alpine car. Rédélé recognised that it wasn't outright power or brute force that made a car quick on a twisty rally stage, but light weight, compact dimensions and agility.

His first car was the Alpine A106, which was based on the Renault 4 CV chassis. In 1958 his second car, the A108, arrived with a chassis all of its own, but it wasn't until the A110 Berlinette debuted in 1962 that his fledgling company really began to find its feet. By now Alpine and Renault were close collaborators, Alpine cars being sold and serviced by Renault dealerships.

By the early Seventies, Alpine was a major force in top-flight rally competition. In 1971 Alpine won the world famous Monte Carlo Rally for the first time, then again in 1973. The company went on to win the FIA World Rally Championship Manufacturers' title later that year, its finest achievement to date. Rédélé's company had well and truly arrived.

All the while, Alpine's road car sales were growing. Rédélé built a dedicated factory in Dieppe in 1969 - the same facility that is producing the all-new A110 today - and in 1971 the replacement for A110, the A310, entered production. Two years later, Alpine was acquired by Groupe Renault.

Alpine achieved its most famous motorsport triumph in 1978; overall victory at the 24 Hours of Le Mans. The factory continued to release new and innovative road cars throughout the Seventies and Eighties, including the A310 V6 and the GTA.

Alpine production would eventually cease in 1995. More than 30,000 Alpine road cars had been built across 40 years, along with more than 100 single-seater and prototype racing cars. During the marque's dormant years Alpine enthusiasts kept the brand alive across the globe by forming owners' clubs and campaigning various Alpine models in historic motorsport events. Now, a new chapter is being written into the Alpine history books.

Alpine founder Jean Rédélé once commented: 'I chose the name Alpine for my company because for me, this is an adjective that epitomises the pleasure of driving on mountain roads. The most fun I ever had behind the wheel was driving through the Alps in my five-speed 4 CV, and it was essential for me that my customers should experience this same level of enjoyment in the car I wanted to build. In this respect, the name Alpine is both symbolic and entirely appropriate.'

Alpine key dates

1955	Creation of Société des Automobiles Alpine. Launch of the A106
1962	Launch of the A110
1971	1st victory at the Monte Carlo rally
1973	Alpine wins World Rally Championship for manufacturers. Acquired by Groupe Renault
1976	Launch of A310 V6
1978	Alpine wins 24 Hours of Le Mans
1985	Launch of GTA
1991	Launch of A610
1995	Alpine production discontinued
2012	Announcement of an Alpine car project
2015	Presentation of Alpine Célébration Concept race car at 24 Hours of Le Mans
2016	Alpine relaunch announced and presentation of Alpine Vision show car

Alpine in motorsport

- **Founder Jean Rédélé competed in rallies and road races**
- **Alpine's highlights include World Rally Championship and Le Mans victories**
- **Alpine competed across the board in single-seaters, rallying and endurance racing**
- **In 2016, Alpine won Le Mans and the FIA LMP2 World Endurance Championship**

Proving the performance, agility and durability of his cars in the crucible of motorsport was of utmost importance to Jean Rédélé. Alpine has competed at the highest level of rallying and circuit racing for decades, recording a string of famous victories that belies the company's modest size. With that same ambitious and determined spirit Alpine today competes in the FIA World Endurance Championship. The one-make Alpine Cup and new A110 GT4, meanwhile, demonstrate the A110's inherent agility and performance on the race track.

Although Alpine is perhaps best known for its rallying exploits in the Sixties and Seventies and for winning the 24 Hours of Le Mans in 1978, the company has, in fact, competed right across the motorsport spectrum. Alpine has built no fewer than 70 single-seater racing cars, including two Formula 1 machines, and some 37 sports prototypes for endurance racing.

The company also counts several rallycross championships to its credit, while amateur competitors have recorded in excess of 1000 individual victories in hill climbs, club racing events and autotests. Demonstrably, motorsport is a core component of Alpine's DNA.

In fact, it's true to say the company was as much a builder of competition cars as road-going sports cars when it was founded by Rédélé in 1955. The Frenchman had already earned himself a reputation as a formidable driver, thanks to a series of class victories in high-profile events such as the Critérium des Alpes rally. Campaigning modified Renault 4 CVs, Rédélé quickly proved his ability to prepare cars for motorsport, too.

By the early Sixties, Alpine cars were competing throughout Europe in rallies and road races, as well as on purpose-built race circuits. In 1963 the aerodynamic, long-tail M63 prototype - the company's first dedicated circuit racer - won the French sports car championship. The following year the improved M64 prototype managed the same feat, as well as clinching a class victory at Le Mans.

A string of national rally championship victories would follow soon after, the A110 victorious in Spain, France, Bulgaria and Romania, among others. In 1971, the A110 won the world-famous Monte Carlo Rally; Alpine locked out the podium two years later. That dominant performance on the twisty, snow-covered mountain roads of the Monte was a portentous moment; Alpine went on to win the FIA World Rally Championship Manufacturers' title later that year.

It was in 1978 that Alpine recorded one of its most celebrated motorsport successes. Driving the A442B sports prototype, Didier Pironi and Jean-Pierre Jaussaud won the 24 Hours of Le Mans, lapping the eight-mile Circuit de la Sarthe 369 times. By the mid-Nineties, Alpine had racked up 26 domestic and international rally titles, four rallycross championships and six single-seater titles.

Using those decades of success as a springboard, Alpine returned to front-line motorsport in 2013. It immediately proved to be a triumphant return to racing; the marque's A450 prototype won the European Le Mans Series title at its first attempt, and again in 2014.

From there, Alpine graduated to the FIA World Endurance Championship (WEC), competing once again on the world stage. The A450B secured a race victory in the LMP2 category at the 6 Hours of Shanghai in that first year. In 2016, that car's replacement, the A460, won four of the nine rounds to secure the LMP2 WEC title for Alpine, the most hard-fought of those victories coming at the 24 Hours of Le Mans. Alpine continued to race in the FIA World Endurance Championship in 2017, winning its class at the 6 Hours of the Circuit of the Americas.

Additionally, Alpine is staging a one-make race series, the Alpine Cup. From 2018 the six-round championship will take in some of the most iconic circuits in Europe, including Silverstone in the UK and Spa-Francorchamps in Belgium. Operated by Alpine's FIA World Endurance Championship partner, Signatech, the Alpine Cup further demonstrates Alpine's commitment to motorsport.

A second racing version of the A110, the A110 GT4, has been developed by Signatech in close partnership with Alpine's own engineers. With more power and aerodynamic downforce than the A110 Cup car, the GT4 machine is the ultimate expression of the A110's remarkable agility and thrilling on-track performance.