

Alpine A110 GT+ ex-Sébastien Loeb

châssis #56



ALPINE

- Winner with Sébastien Loeb at the Rallye du Mont-Blanc 2024
- Equipped with every possible upgrade
- 4 victories from as many starts

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In 1973, Alpine-Renault won the first ever manufacturers' World Rally Championship. The Alpine A110 became a rally icon. Created in 1967, the official team, under the management of Jacques Cheinisse, had already had the opportunity to showcase the 'berlinette' on the international stage, notably by winning the International Manufacturers' Championship in 1971, the direct forerunner of the WRC.

The rise of the Alpine A110 went hand in hand with the emergence of such talented French drivers as Jean-Claude Andruet, Bernard Darniche, Jean-Pierre Nicolas and Jean-Luc Thérier. Alongside Sweden's Ove Andersson, they went on to score resounding victories in events as prestigious and varied as the Monte Carlo Rally (1971, 1973), the Tour of Corsica (1969, 1970 and 1973), the Acropolis Rally (1970, 1971 and 1973), the Sanremo (1971 and 1973) and the Rally of Portugal (1973).

The Alpine A110 then began to suffer in comparison with new, more powerful and more modern rivals. Although its legendary agility still enabled it to hold its own in certain events, the team officially withdrew from the World Rally Championship at the end of the 1974 season to concentrate on developing its replacement: the Alpine A310 V6, whose record of success was not to match that of its predecessor. Designed above all for French asphalt, it was in France that it expressed itself best, winning the national title in 1977 in the expert hands of Guy Fréquelin.

Unfortunately, this success sounded the death knell for the brand's future in road racing, with Renault now favouring Formula One and the presence of its own brand in rallying with the

debut of the Renault 5. Alpine's rally career was put on hold for more than 40 years.

It was not until the rebirth of the Alpine A110 by the same Renault group in 2018 that this iconic model was restored to its former glory. A perfect blend of modernity and tradition, the new A110 has received rave reviews and has enabled Alpine to once again become a leading brand. With the aim of reviving the brand's sporting heritage, a rally version was developed.

Designed and developed by the French Signatech team, which restored the brand's endurance credentials back in 2013, the Alpine A110 R-GT uses the lightweight, agile aluminium chassis of the Alpine A110 GT4 and CUP circuit cars. First seen on special stages in 2020, this GT, which would certainly not have been disliked by Alpine founder Jean Rédélé, made an immediate impression, notching up numerous class wins and claiming three FFSA French Two-Wheel Drive Rally Championship titles as well as two FIA R-GT Cups.

What's more, the Alpine A110 R-GT is so well developed that, on its home turf, it can afford to play spoilsport in the overall standings. In 2021, Nicolas Ciamin won the Rallye d'Antibes, a remarkable achievement.

Keen to keep up with the competition, the Signatech team developed an extreme evolution of this car in 2024, renamed the Alpine A110 GT+. The car benefits from French national homologation (FFSA) and sees its power increased to 330hp with an optimised torque curve. The top three ratios of the gearbox have been lengthened to increase top speed while maintaining responsiveness. In addition, innovations to the intercooler, manifold and exhaust ensure greater efficiency, enhanced by a new-generation turbocharger. The carbon airbox and inverted radiator system provide

enhanced cooling, while the synchronised handbrake with disengaged clutch offers precise control in tight corners. Finally, the aerodynamic configuration has been completely redesigned to improve downforce and cooling.

The car on offer is undoubtedly the most emblematic of the Alpine A110 GT+s produced to date, since it is the one that Sébastien Loeb drove to victory on the last Rallye du Mont-Blanc in September 2024.

Acquired by GL Automobiles, it bears chassis number 56 and is the second 'GT+' to come out of the Signatech workshops. Equipped with all the upgrades and options available, this car immediately proved its worth in competition. On its first appearance, driven by team manager Ludovic Godard, it claimed overall victory in the Rallye Régional du Sel 2024, part of the French Rally Cup.

Three weeks later, it was no less than no less than nine-time world rally champion Sébastien Loeb who took control of the car on the Rallye du Mont-Blanc, the sixth round of the French Rally Championship. The Alsatian quickly got into the swing of things, setting almost half the fastest times and winning the rally against the 4-wheel-drive cars in the Rally2 category (including that of the future French champion), even though part of the race had been run in the rain.

A month later, Ludovic Godard took the wheel again and added two more victories to the car's pedigree, at the Rallye Régional du Pays de Montbéliard and the Rallye National de L'Epine. The Alpine A110 GT+ thus boasts a 100% winning record, with four overall victories from as many starts.

The icing on the cake is that the car retains the original livery in which Sébastien Loeb drove it. A collector's item before its time!

Technical specifications

- 1,800 cc supercharged
- 360 / 380 bhp (depending on petrol)
- 6 levels of traction control & launch control
- Adjustable ALS
- 6-speed sequential gearbox
- Rear-wheel drive with limited-slip differential
- ALP Racing 3-way dampers with hydraulic bump stops
- 18" front & rear wheels
- Complete FIA-approved structure
- Specific race seats + Sabelt 6-point harness
- Brembo 4-piston calipers front & rear
- Bosch Motorsport ABS
- Specific handbrake
- Display and controls integrated into steering wheel
- XAP paddle-shift
- 72-litre FIA FT3 petrol tank.

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