

Brera



LIMITED *S* EDITION



Prodrive: the best of Britain.

Prodrive is one of the most successful motorsport businesses in the world and has a formidable reputation for producing championship-winning race and rally cars.

Since its formation in 1984, Prodrive has won more than 100 international rallies and six World Rally Championship titles. In circuit racing, Prodrive has won the British Touring Car Championship five times: it took the 1994 BTCC in partnership with Alfa Romeo, whose driver, Gabriele Tarquini was almost unbeatable in the Alfa 155. Prodrive-managed teams also won the GT1 class at the Le Mans 24 Hours in 2003 and 2007.

While the company's roots are in motorsport, more than half of its business is now involved in developing performance derivatives and new technology for road vehicles. Today, Prodrive is one of the world's largest and most successful motorsport and vehicle technology businesses, employing nearly 1000 staff in the UK, Australia and Asia-Pacific.



“We had a vision.

To create a limited edition Alfa Romeo Brera with the handling precision to reward the skilled enthusiast, without losing the supple poise that makes it such a relaxing long-distance grand tourer. An Alfa Romeo of distinctive design: tuned for British roads and British drivers. After the vision came the partner. Prodrive.”

Nicholas Bernard, Marketing Director Alfa Romeo UK



Alfa Romeo: the best of Italy.

In the history of the motor car, few manufacturers can claim either the length of Alfa Romeo's history or its credentials in motorsport.

Founded in 1910, Anonima Lombarda Fabbrica Automobili – ALFA – was acquired by industrialist Nicola Romeo in 1919. Competition successes followed: Alfa Romeo cars dominated famous road races such as the Mille Miglia, with legends like Tazio Nuvolari at the wheel, as well as winning countless Grands Prix. The Alfa Romeo P2 racing car took the inaugural world championship for cars in 1925; fittingly, when the world championship for drivers started in 1950, Giuseppe Farina took the title at the wheel of an Alfa 158.

Away from the GP scene, Alfa Romeo also won countless endurance and touring car races in the latter half of the 20th century, including the 1994 British Touring Car Championship. Today's range, which includes the Giugiaro-designed Alfa Brera and the acclaimed Alfa 159 saloon, upholds all the values of Alfa Romeo's illustrious past.



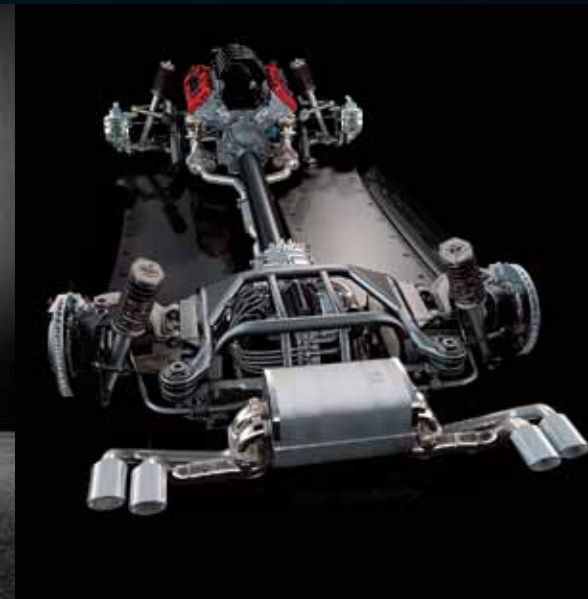
www.breras.co.uk





Best of Italy.

Best of Britain.





An engineering alliance.

Together, Alfa Romeo and Prodrive engineers collaborated to create the Alfa Brera S. It was a process that took just under a year of intensive development, including full durability testing and sign-off from the engineering department of Alfa Romeo in Italy. The result is a sports coupé that subtly enhances all that is good about the original Alfa Brera, with outstanding driver feedback and handling at the limit, and unique design features inside and out.

The Alfa Brera S is available with the 2.2-litre JTS petrol engine, which produces 185bhp, and the 3.2-litre V6 with 260bhp, the latter's front-wheel-drive transmission saving almost 100kg in comparison to the all-wheel-drive Alfa Brera Q4. Both employ direct injection technology and variable valve timing on both inlet and exhaust camshafts. The Prodrive-engineered chassis enhancements bring out the full character and sporting potential of both powertrains.







Alloy wheel: light,
strong and stunning.

The alloy wheel for the Alfa Brera S was inspired by the wheel design of the Alfa 8C Competizione, the new supercar flagship for the Alfa Romeo range.

It is, however, a unique design, commissioned by Prodrive on behalf of Alfa Romeo. Although the finished article looks eye-catching, the all-new wheel design was created with performance in mind, not just cosmetic appeal. Unsprung weight – the weight carried by the car on the 'road side' of the spring and shock absorber – plays a significant role in the way a car steers, handles and sends feedback to the driver.

The lighter a wheel, the better it tracks undulations in the road surface without requiring heavy damping to control it.

The Alfa Brera S wheels are 19" in diameter, running Pirelli P-Zero Nero 235/40 tyres, yet save almost 2kg a wheel compared to the standard 17" wheel and tyre. 2kg may not sound a lot – but when it's spinning at a road speed of 70mph the effect is significant, and the weight saving helps the Brera S to steer and track more precisely, faithfully transmitting each nuance of feedback to the driver's fingertips.









Exhaust: sounding the right note.

Modern exhaust systems are an integral part of a car's powertrain, affecting power outputs, torque, fuel economy and emissions.

At an early stage of the Brera S development programme it was decided to create a pleasing exhaust note and to fine-tune the design of the exhaust silencer. Both aims have been achieved: the 'truncated circle' of the tailpipes echoes both the design of the Brera S wheels and the tail lights, while in both 2.2 and 3.2-litre versions there's a pleasing, deep burble to the exhaust note.

According to Prodrive Senior Powertrain Development Engineer Dave Rollett, getting the note right for the 2.2-litre version required a Helmholtz resonator – an additional sound chamber on the side of the silencer. No need for a resonator on the 3.2 version – “the Alfa V6 has a fabulous burble. We just aimed to bring it out without making the note too intrusive,” he explains.



Chassis: tuned for British roads.

“...as you drive along you can feel the Alfa-ness of this car, the little tingles and the droplets of feedback that you don’t really get from anything else in this class. If you truly like cars, you will truly love the Brera.”

So wrote the UK’s most famous automotive journalist, Jeremy Clarkson, in the Sunday Times. In that case, why did Alfa Romeo UK commission Prodrive to develop the Alfa Brera S chassis?

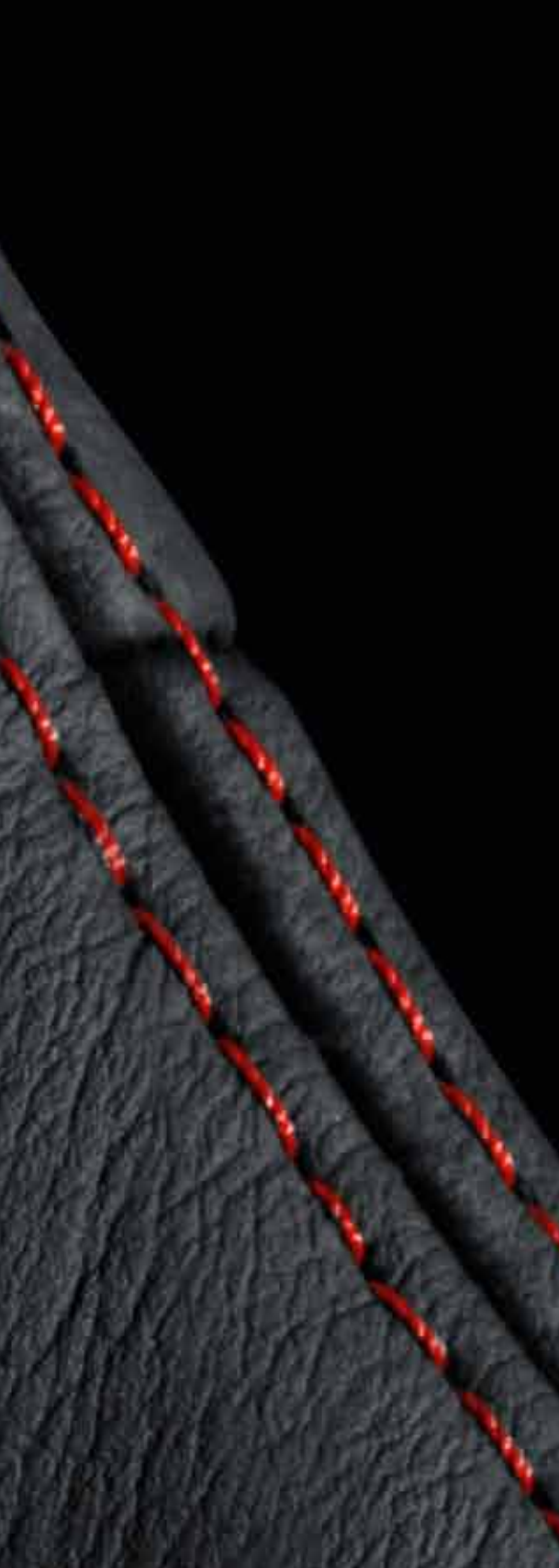
The answer lies in the unique nature of British roads and British drivers – especially the drivers who buy cars like the Alfa Brera. British roads tend to be more poorly surfaced than their mainland European counterparts, with dips, bumps and rougher textures. So the Prodrive chassis team, led by Peter Cambridge, tested dozens of combinations of springs, shock absorbers and ride heights to develop the optimum solution for the British enthusiast.

The chosen specification features slightly increased spring rates, making the Brera S feel more nimble and reducing the amount of roll and pitch under hard cornering. At rest, the Brera S sits 10mm lower than the standard model, accentuating its sporting stance. Complementing the new springs, which are made to Prodrive specifications by specialists Eibach, Bilstein gas-filled mono-tube shock absorbers give increased body control and greater fade resistance than standard. The final set-up, which also imparts more steering feel, was fine-tuned during thousands of miles on all kinds of roads, including test tracks, challenging ‘B’ roads and motorways. Meanwhile, Alfa Romeo’s own engineers also revised the specification of the 2008 model Brera, introducing hollow anti-roll bars and aluminium suspension components in order to trim unsprung weight.

While the Brera S laps the Prodrive test circuit appreciably faster than its standard counterpart, Prodrive’s Peter Cambridge is adamant the chassis tune is not aimed at outright track performance. “We’ve achieved the dual benefit of sharper handling and steering with a more silken, supple ride,” he explains. “You’ll feel the difference whether or not you’re driving on the limit.”







Exclusive design.
Impeccable
craftsmanship.

Settle into the driving seat of the Brera S, and the Alfa Romeo sporting DNA is unmistakable. And yet even by Alfa Romeo's high standards, the Brera S promises an exclusive and exceptional driving experience. For the specification of the Brera S interior, Alfa Romeo's Centro Stile studios aimed to create a cockpit with a bespoke ambience, emphasising traditional Alfa Romeo interior design cues such as cowled instruments and three-spoke sports steering wheel through the subtle use of materials, notably black leather and contrast red stitching. Not only are the supportive sports seats upholstered in soft black Italian Frau® leather with contrast red stitching, the same material is also tailored to cover the fascia, door panels, steering wheel and gearlever. (The Italian Frau® black leather fascia and door waist rail with red contrast stitching is standard on the Alfa Brera S 3.2, and a cost-option for the 2.2-litre version.)

As a reminder that you're driving an exclusive sports car, each seat headrest recess houses a limited edition Brera S etched aluminium plate, featuring the flags of Italy and Britain as a reminder of the 'Best of Britain, best of Italy' inspiration for the car. Meanwhile the centre console and instruments are faced in a dark aluminium finish. Drilled aluminium sports pedals provide the finishing touch.





“The Alfa Brera is a classic Italian coupé. Our brief was simple: to develop a limited edition for British enthusiasts and British roads.”

Peter Cambridge, Prodrive Project Leader, Chassis Development







Exterior: sporting appeal.

The Brera caused a sensation when Giorgetto Giugiaro unveiled his design concept at the 2002 Geneva Motor Show, and by staying true to the design concept Alfa Romeo turned a one-off showcar into a stunning production coupé.

The changes to the Alfa Brera S therefore focused on enhancing, not reinventing, Alfa's coupé flagship. The Brera S is offered in three distinctively Alfa exterior finishes: Alfa Red, Carbonio Black and Touring Grey. Alloy wheels are unique to this model and are inspired by the design of the Alfa 8C Competizione wheels.

Discreet Prodrive logos can be found on the front stone deflector and the unique design tailpipe trims.









Interior: exclusivity
with distinction.

From the Italian Frau® black leather sports seats, steering wheel and dashboard, with their red contrast stitching, to the drilled aluminium sports pedals with their Alfa Romeo etched logos, the interior of the Alfa Brera S is packed with beautifully crafted details.

In true Alfa Romeo tradition, the dials and driving instruments are angled towards the driver to create a monoposto sporting ambience.

Engraved headrest plaques in brushed aluminium are a subtle reminder that Brera S ownership is a rare pleasure.







Colour variants.

The Alfa Brera S is offered in three exterior colours: Alfa Red, Carbonio Black and Touring Grey. In each case, the interior is finished in Italian Frau® black leather, with red contrast stitching. The Brera S can also be ordered in the Alfa 8C Competizione Red as a bespoke finish; prices for this option are available on application via your Alfa Romeo dealer.

Alfa Brera S	2.2 JTS	3.2 JTS
Trim	Italian Frau® leather upholstery	Italian Frau® leather upholstery
Seat Colour	Black with red stitching	Black with red stitching
Fascia	Black	Black leather with red stitching
Carpet Colour	Black	Black
Special Paint		
289 Alfa Red	●	●
Metallic		
876 Carbonio Black	●	●
585 Touring Grey	●	●
Standard ●		



Touring Grey



Carbonio Black



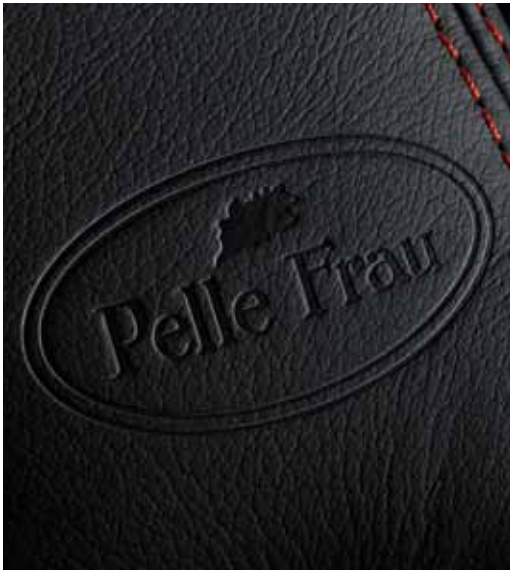
Alfa Red

On the road prices.

Not only is the Alfa Brera S a highly desirable limited edition, it also represents outstanding value for money. The uprated and tuned suspension, model-specific wheels, exhaust, unique interior and exterior design features add a mere £1,450 to the standard car's list price.

	Version Code	Basic Price £	Vat £	Retail Price £	OTR Charges £	Total OTR £
Alfa Brera S						
2.2 JTS	177.AB1.1	21,503.79	3,225.57	24,729.36	695.64	25,425.00
2.2 JTS with leather dashboard	177.AB1.1	22,808.14	3,421.22	26,229.36	695.64	26,925.00
3.2 JTS	177.AB3.1	24,382.05	3,657.31	28,039.36	885.64	28,925.00

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Italian Frau® Black leather upholstery



Equipment.

Alfa Brera S 2.2 JTS and 3.2 JTS

- VDC with Hill Holder (ABS + ASR + EBD + Brake Assistant)
- Fire Prevention System (FPS)
- Power assisted steering
- Driver, passenger, front side, window & driver knee airbags
- Front seatbelts with pretensioners and load limiters
- Alfa code immobiliser and alarm system
- Electronic key with remote central locking and boot release
- "Follow-Me Home" headlamps
- Electronic start / stop button
- Electric front windows with one touch function and anti-intrusion sensor
- Dual-zone automatic climate control with split temperature and distribution function (air nozzles at rear, pollen filter with active carbon filter and AQS)
- Stainless steel kick plates
- On-board instrumentation with multifunctional display and trip computer
- Car radio with audio CD player (6 speakers)
- Rear parking sensor
- Front fog lights
- Cruise control
- Front armrest with temperature controlled storage compartment
- Brushed aluminium centre console
- Front seats manually adjustable (height, distance, tilting & lumbar adjustment)
- Electrically folding, adjustable, heated wing mirrors

Exclusive Content 2.2 JTS and 3.2 JTS

- Italian Frau® leather upholstery with red stitching
- 19" alloy wheels with 235/40 tyres
- Prodrive engineering dampers and springs for more direct handling
- Revised exhaust silencer for more sportive sound
- Front stone deflector
- New design chromed exhaust pipe
- Aluminium sports pedals
- Sports leather steering wheel and gear knob with red stitching and steering-wheel mounted radio controls
- Sportive dials instrumentation
- Exclusive seat aluminium badge plate

Exclusive Content 3.2 JTS

- Italian Frau® leather dashboard with red stitching

Technical data.

Characteristics	2.2 JTS	3.2 JTS V6
No. of cylinders, arrangement	4 in line	60 degree V6
Bore x stroke (mm)	86 x 94.6	89 x 85.6
Displacement (cc)	2198	3195
Compression ratio	11.3 : 1	11.25 : 1
Max. power output: bhp (kW-EC) at rpm	185 (136) 6500	260 (191) 6300
Peak torque: Nm (kgm-EC) at rpm	230 (23.4) 4500	322 (32.8) 4500
Timing system (control)	DOHC (chain), 4 valves per cylinder, double electrohydraulic continuous phase variator	4 OHCs (chain), 4 electrohydraulic continuous phase variators
Fuel feed	MED 7.6.1 electronic direct injection integrated with ignition system	MED 7.6.2 electronic direct injection integrated with ignition system
Electrical System (12v)		
Battery: capacity (Ah) / Generator (A)	90/120	90/150
Transmission		
Drive	Front	Front
Number of gears	6 + 1R	6 + 1R
Final ratio	4.176 : 1	3.895 : 1
Tyres		
Standard version	235/40 R19	235/40 R19
Steering		
Steering system	Rack and pinion with power steering	Rack and pinion with power steering
Turning circle (m)	10.7	10.7
Suspension		
Front	Independent wheel set-up with double wishbones and stabiliser bar anchored via ball joints	Independent wheel set-up with double wishbones and stabiliser bar anchored via ball joints
Rear	Independent wheel set-up with Multilink architecture	Independent wheel set-up with Multilink architecture
Brakes – (Discs)		
Front (mm)	Ventilated 330 x 28 D, fixed aluminium calliper with four 42 mm pistons	Ventilated 330 x 28 D, fixed aluminium calliper with four 42 mm pistons
Rear (mm)	Solid 278 x 12 D, combined 38 mm floating calliper	Ventilated 292 x 22 D, combined 42 mm floating calliper
Weights – Tank Capacity		
Fuel tank capacity (litres)	70	70
Kerb weight DIN (kg)	1445	1540
Max towable weight (kg)	1450	1500
Performance		
Top speed mph (km/h)	139 (224)	155 (250)
Acceleration (driver + 30 kg): 0 to 62mph (s)	8.6	7.0
Fuel Consumption – Emissions*		
Urban cycle mpg (l/100km)	22.2 (12.7)	17.2 (16.4)
Extra urban cycle mpg (l/100km)	39.2 (7.2)	35.8 (7.9)
Combined cycle mpg (l/100km)	30.7 (9.2)	25.7 (11.0)
Exhaust emissions – CO ₂ (g/km)	218	260
Emissions Standard	EU IV	EU IV
*According to 1999/100EC directive	Alfa Romeo recommends SELENIA engine oil, PARAFLU protective coolant, TUTELA functional fluids	

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1910 – 1915 1918 – 1925 1925 – 1946 1946 – 1971 1972 – Today

The Alfa Romeo coupé – a century of dream cars.

For almost as long as Alfa Romeo has been making cars, it has been making coupés. In the 1920s wealthy owners would commission their own coachwork, and the coupé – literally meaning 'cut' – offered the opportunity to specify lighter, more aerodynamic bodywork on a powerful chassis, creating the perfect sporting machine for two.

In the 1930s, Alfa Romeo coupés like the 8C 2900 represented the ultimate in granturismo elegance and power, as capable of winning road races as they were of transporting two people and their luggage at speed across entire continents.

Post war, the sensational Alfa Romeo 'Villa d'Este' (so named after it won a prestigious concours d'elegance at that location) introduced the distinctive V-shaped bonnet line that can still be traced on Alfa Romeo cars like the Brera today.

Until the 1950s, driving an Alfa Romeo coupé was a pleasure reserved for the wealthy. All that changed in 1954 with the Bertone-designed Giulietta Sprint coupé, an affordable, beautifully-proportioned 1300cc sports car that stayed in production for over ten years and is today highly sought-after as a classic investment.

Better was to follow. The 1965 Alfa Giulia Sprint GT, designed by Bertone in collaboration with Giugiaro, inspired the Giulia Sprint GTA (Gran Turismo Alleggerita). As the name implies, this was a competition model with a lighter aluminium body. Powered by a new 1600 engine with a twin spark cylinder head, it won innumerable races, including the prestigious European Championship in 1966, 1967 and 1968. The Giulia coupé stayed in production until 1973, growing to 1750cc and 2000cc in its later versions.

The car that replaced it in 1974, the sleek Alfetta GTV, echoed the styling of the Alfa Romeo Montreal supercar, and was offered with a range of engines from 1.6-litres through to a 3-litre V6. One example made a cameo appearance in the James Bond movie Octopussy.

Apart from the limited edition Alfa SZ, styled by Zagato and known as 'Il Mostro' for its uncompromising style, Alfa Romeo offered no coupé in its line-up between 1987 and 1995. It put that omission to rights with the Alfa GTV 2+2. Designed by Pininfarina, the GTV and its convertible stablemate the Spider were true grand tourers in the Alfa Romeo tradition, the Alfa Romeo grille and pair of lights on each side recalling the 1750 GTV of the late 1960s and 1970s. The GTV stayed in production until 2005, when it was succeeded by the Giugiaro-designed Alfa Brera: the latest in a long line of dream coupés to carry the Alfa Romeo badge proudly above its distinctive heart-shaped grille.



Alfa 8C 2900



Alfa Giulietta Sprint



Alfa Giulietta SZ



Alfa Giulia Coupé 1300 GTA Junior



Alfetta GTV



Alfa GTV

Alfa Romeo ownership.

Our commitment to your satisfaction

We want you to be as delighted with our service as you are with our cars, and a commitment to customer satisfaction is part of our Customer Charter.

The Alfa Romeo commitment covers:

Making your needs our priority: our staff will deal with you at all times in a courteous and professional manner. We will work around your personal and professional commitments to give you the minimum of inconvenience.

Caring for your Alfa Romeo:

We will treat your Alfa Romeo as if it were our own, and keep you informed every step of the way when working on it.

Listening and learning:

We want and value your opinion of our service and will learn from any feedback you give us.

We also believe it is important to stay in contact with you and will, subject to your agreement, telephone you from time to time to ensure you are happy with your Alfa Romeo and the service you receive.

Fixed Service Costs

All Alfa Romeo dealers operate a Menu Pricing programme that guarantees fixed service and maintenance costs with no hidden extras. The price you see is the price you'll pay unless you have given your consent for further work to be carried out.

3 year Alfacare Dealer Warranty

For your peace of mind, all Alfa Romeo UK cars are covered by a 3 year unlimited mileage warranty including parts, materials and labour.

This comprises a 2 year unlimited mileage Manufacturer's Warranty plus an additional 1 year unlimited mileage Dealer Warranty. For full terms and conditions please refer to your Alfa Romeo Service and Warranty booklet.

8 year Anti-perforation Warranty

Any perforation of the bodywork due to corrosion will be replaced free of charge during the first 8 years (subject to regular inspections).

3 year Paintwork Warranty

In the unlikely event of any paintwork defects, due to faulty materials or manufacture, we will rectify these free of charge during the first 3 years.



The Alfa Romeo Cloverleaf Club.

The Cloverleaf – a symbol of motoring excellence

Alfa Romeo driver Ugo Sivocci carried a lucky four-leafed clover symbol on the deep red bodywork of his Alfa Romeo RL as he lined up for the 1923 Targa Florio. It must have worked... because he won. Ever since, the cloverleaf has symbolised the sporting heart of Alfa Romeo.

As a member of Cloverleaf Club you'll enjoy exclusive access to events, track days and limited edition merchandise, as well as receiving the quarterly Feel UK club magazine. There's also a members-only Cloverleaf Club website, offering the chance to upload and download Alfa Romeo pictures and videos, with the latest Alfa Romeo news and a lively members' forum for discussions and debate with fellow-enthusiasts. Membership is normally £70 a year– but as a Brera S owner you'll get three years free membership.

www.cloverleafclub.co.uk





www.breras.co.uk

Alfa Romeo Customer Experience Centre 00 800 2532 0000

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Chassis number

Brera



LIMITED *S* EDITION

OWNER CERTIFICATE

Each Alfa Brera S owner will be presented with a certificate signed by Nicholas Bernard from Alfa Romeo UK and David Richards from Prodrive.

Nicholas Bernard

David Richards



prodrive

