

Alfa Romeo Alfetta Gt



Alfetta the once and future champion

One of the most astonishing chapters in the annals of road racing stars the original Alfetta, the Tipo 158 and 159. Today it's difficult to conceive of the utter dominance this small red racer held over bigger and more powerful cars.

In 1950 the Tipo 159 won eleven Grand Prix races out of eleven starts! No wonder the Italian people took this David among Goliaths to their hearts and affectionately dubbed it « Alfetta. » Now the champion of former days returns in new guise: the Alfetta 4-door family sports sedan. In performance, handling, comfort and economy, this Alfetta is a new champion.

1937

The German cars, Mercedes and Auto Union, reigned over the world's race-tracks. Only Alfa Romeo and Maserati gave challenge, Alfa through its Ferrari racing team. But a new car was urgently needed. The famous designer Colombo created the Tipo 158: straight-eight engine with twin overhead camshafts, 1479 cc capacity, output of 180 hp at 6500 rpm.

1938

Alfa Romeo competed directly under the team name of Alfa Corse. Now the engine was producing 195 hp at 7500 rpm. The Alfetta made its debut



in grand style, winning the small car class in the Ciano Cup race with 1st, 2nd and 7th places. Winner Villoresi averaged 133.1 kilometers an hour.



Biondetti was second, Severi seventh. Then at Monza, in the City of Milan Grand Prix, Villoresi and Severi duplicated the feat. Villoresi won with 147.5 km/h speed and Severi placed second.

1939

The Tipo 158 added to its laurels as the legendary Farina captured the Ciano Cup at Livorno (139 km/h average). It was Biondetti's turn in the Acerbo Cup at Pescara. He led a parade of four Alfettas across the victory line as Pintacuda, Farina and Severi placed 2nd, 3rd and 4th. Later Farina won the small car race at the Berne Grand Prix.

1940

It was Farina who won the famous Grand Prix at Tripoli as the Alfetta continued its climb to dominance. On the fast track Farina averaged 206.3 km/h. Biondetti, Count Trossi and Pintacuda came in 2nd, 3rd and 6th.

1946

As motor racing resumed after the war, Alfa Corse fielded four cars in the Geneva Grand Prix; all with a two-stage supercharger. Farina had not lost his touch. He piloted his Tipo 158 to victory with an average speed of 103.2 km/h. In the year's final races, the 158 won easily at Turin and Milano with Varzi and Trossi the victors.

1947

Development of the engine continued, with a larger primary compressor for



the supercharger being installed. By now, the engine (called the 158/47) was producing 310 hp at 7500 rpm. Results were quickly evident as Wimille won the Swiss Grand Prix (153.6 km/h average) and the European Grand Prix at Spa (again averaging 153 km/h). Varzi won the Bari race, and Trossi was victor in the Italian Grand Prix.

1948

Alfettas kept rolling up victories as Trossi won the European Grand Prix at Berne (145.2 km/h), and Wimille took the checkered flag in the Italian Grand Prix at Turin and the Monza Grand Prix.

1949

Alfa Romeo withdrew from F-1 competition for a year, concentrating on intensive development of the 158/47 engine under Orazio Satta, another legendary figure in Alfa racing history. Under his guidance the Alfetta eventually became the most powerful 1500-cc single-seater ever built. In 1949 engine power rose to 350 hp at 8400 rpm.

1950

This was the first of two golden years for the Alfetta. Led by Nino Farina and Juan Fangio, the 158 entered eleven GP races and won them all: Silverstone, Monaco, Berne, Spa, Rheims, Geneva, Silverstone again, St. Remo, Pescara, Bari, Monza. At Monza, Farina was crowned World Champion.

1951

As the racing world looked on in awe, and competitors in dismay, the Alfetta made it two years in a row. Now the Tipo 159, the car went faster, cornered faster and stopped faster. The engine produced 425 hp at 9300 rpm — near-fantastic performance from only 1479 cc. Suspension changes included a DeDion type of rear axle, now used on the new Alfetta. There followed the same near-monotonous chain of victories. This year there was a difference: it was Juan Fangio who won the title.



Alfetta
Two World Championships
Twenty-eight GP victories



A high-performance, 4-seat Gran Turismo coupe that gives you over 25 mpg

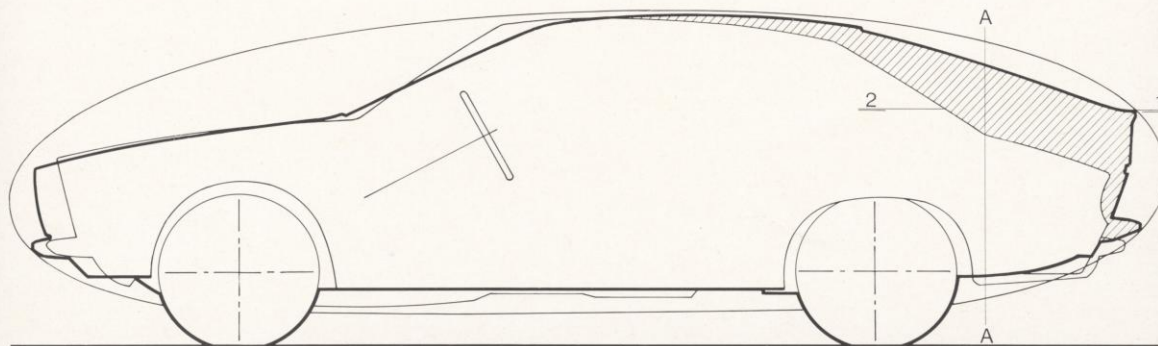
No other production car in the world matches the technical features of the Alfetta GT. It is truly the « state of the art » in performance, handling, comfort, safety and economy. We invite you to test-drive the GT: only in this way can you experience the astonishing combination of superb road-holding and comfortable ride which this remarkable machine offers.

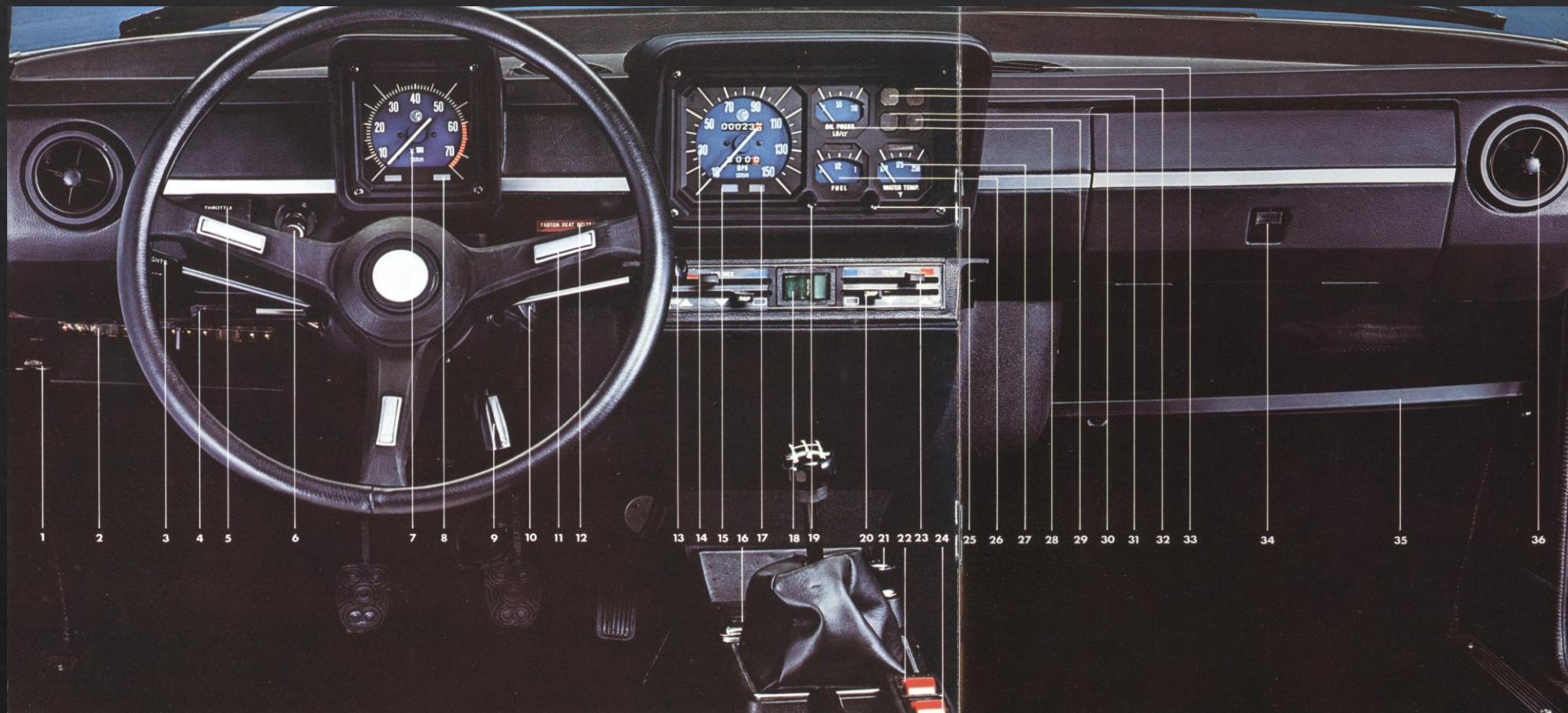


Where the future finds its shape

You might call the Alfetta GT « the totally tuned car ». Engine, exhaust, suspension, even the seats are tuned for efficiency and performance. For superior stability and economy, Alfa Romeo also « tunes » the shape of the car with intensive wind-tunnel testing. Sharply reducing air resistance is the wedge shape. By providing smoother penetration of the air ahead, this simple but advanced design permits more of the GT's power to be used sooner. Drag is further reduced by the high, « Kamm » rear which counters turbulence created by the airstream. Engineers will recognize the success

of this design effort in the remarkable 0.39 coefficient of drag (wind resistance) which Alfa engineers achieved with this sophisticated design. Together with 50-50 front-rear weight distribution and advanced suspension, the GT's wedge shape contributes to rock-like stability even at the highest speeds. It also means the engine labors less to reach given speeds, which spells fuel economy and longer engine life. About 14 feet long, with a clean line extending back and up, the GT with its sharply raked windshield penetrates air like an arrow. An arrow leading the way for cars of the future.





1. Hood release
2. Fuse box
3. Headlight control with flasher
4. Turn signal control
5. Hand throttle
6. Def. and hazard lights dimmer
7. Tachometer
8. Turn signal lights
9. Steering wheel rake adjustment lever
10. Ignition switch with steering column lock
11. Horn
12. Seat belt warning light
13. 2-speed wiper and windshield washer controls
14. Speedometer with total mileage and trip gauges
15. Headlight high-beam warning light
16. Ashtray
17. Parking light warning
18. 2-speed blower switch
19. Instrument light dimmer
20. Ventilation control
21. Automatic cigarette lighter
22. Hazard flasher
23. Heating control
24. Rear window defroster switch and light
25. Trip mileage control
26. Fuel gauge with warning light
27. Water temperature gauge with warning light
28. Oil pressure gauge
29. Low fuel pressure warning light
30. Alternator warning light
31. Blower « on » light
32. Hand-brake and fluid level/pressure lights
33. Adjustable defroster nozzles
34. Lockable compartment
35. Shelf
36. Adjustable ventilation outlet

Not all GT's are noisy

A quiet sports car? Alfa Romeo took special pains to make the Alfetta GT as noise-free as possible. You ride in quiet comfort. You don't become fatigued even on long trips. As scientists have discovered, excessive noise impairs efficiency, distracts the attention, eventually tires people faster than a quiet environment.

So Alfa Romeo engineers enveloped the GT's passenger compartment with flame-retardant insulating material. They even succeeded in sealing off the several connections (for brake and clutch, etc.) between the engine and passenger compartments. They got rid of other noisemakers by eliminating front coil springs, encasing the rear springs in insulating plastic, and making extensive use of flexible rubber mountings and couplings.

There's one thing they didn't touch: the world-famed Alfa « song » — that curiously satisfying exhaust note that speaks volumes for Alfa's racing heritage. For **that** sound **is** music.



Comfort that's engineered, not styled

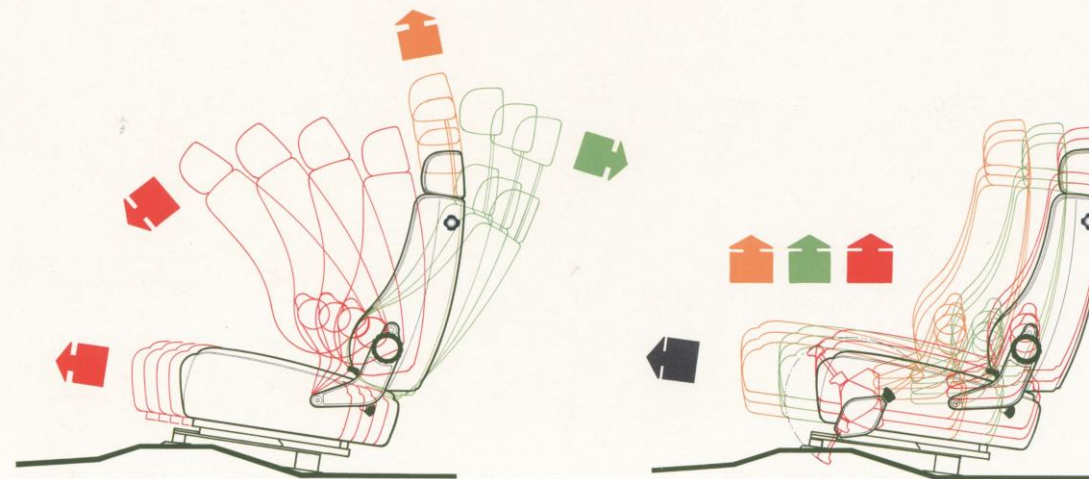
Getting there is **all** the fun in the Alfetta GT. Driver and passengers start fresh,

arrive fresh. No mere matter of padding and foam rubber, comfort in the GT arises as well from the stability of the chassis even at high speed, from the effective control of sway and roll, from the effortless operation of controls, from scientifically designed yet luxurious seating.

In 1971 the patented Alfa Romeo seats of this type were accorded top rating for correct riding posture by British

Dr. J. Cyriax and Dr. B. Watkin, authors of the medical profession's standard text on orthopedic medicine. (Only the Triumph Stag and the Range Rover received similar rating).

The reclining front bucket seats adjust for height and rake, and have adjustable head-rests. They slide forward four inches for easy entry to the rear seats. Rear seats are molded in a « V » shape for extra support and comfort.

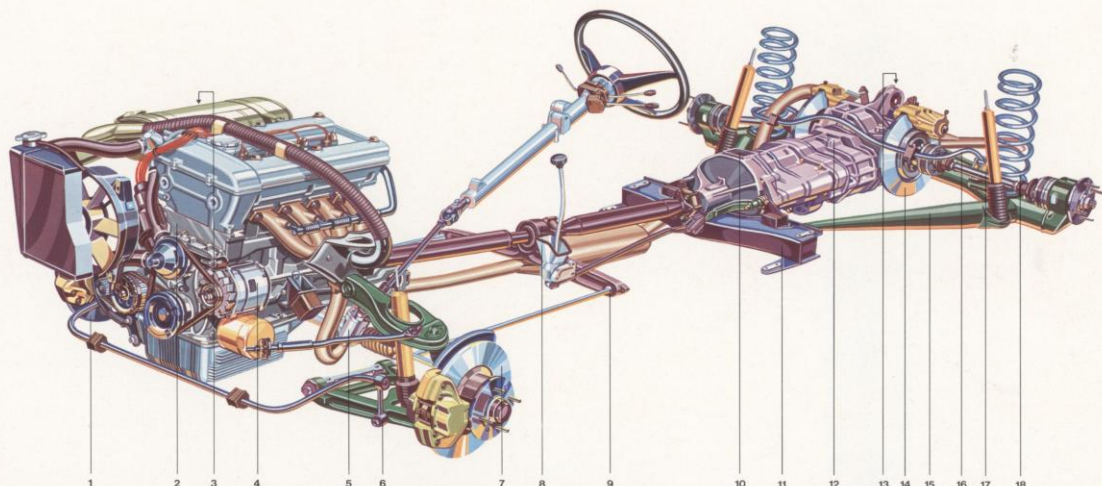




1. Front disc brakes
2. All-aluminum engine, 4 cylinders, dual overhead camshafts; light alloy oil sump
3. Spica fuel injection system
4. Alternator
5. Rack-and-pinion steering
6. Front suspension with stabilizer bar
7. Front wheel disc brake

8. Two-part drive shaft with flexible joints
9. Torsion bar (2) and cross-member
10. Flywheel and clutch
11. Rear cross-member connected to body. Accepts rear axle and Watts linkage connections
12. Gearbox/differential unit connected directly to body

13. Watts linkage
14. Rear disc brakes mounted inboard on differential output shaft
15. Triangulated DeDion rear axle
16. Rear stabilizer bar
17. Half shafts with two constant-velocity joints and tapered ends
18. Coil springs



Below the beauty: the GT's pedigree

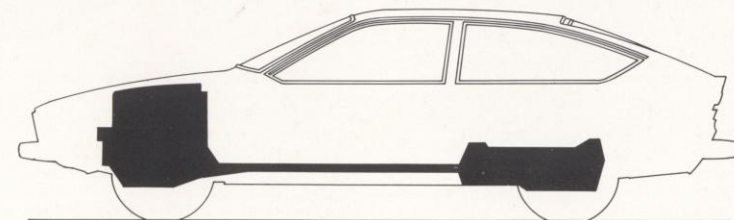
Here you see all the invisible reasons for the GT's outstanding performance. Note that perfect balance fore and aft has been achieved by siting the gearbox, clutch and flywheel together with inboard disc brakes in a single unit at rear. Innovative, too, is the advanced DeDion rear axle, similar to that on the original Alfetta. It combines the advantages of independent rear suspension and single-piece axle. Road-holding and steering are immensely better because the center of gravity moves toward the rear and the front end bears less weight. This advanced suspension system has appeared in the past only on a few expensive cars because its cost and complexity ruled it out for general production. But Alfa engineers found ways to employ advanced technology in the service of high performance — the only standard they honor.

At last. Perfect weight balance: 50% front, 50% rear

In racing cars, where cost is no problem, precisely balanced distribution of weight is routine. But it's another matter entirely to design and build cars for series production with precise weight distribution. Now, in a major engineering advance, Alfa Romeo translates racing practice into the first precisely balanced modern car.

Moving the gearbox, clutch and flywheel to the rear axle is the elegantly simple but costly solution adopted for the Alfetta GT. As in the all-conquering original Alfetta, this assures more efficient transmission of power to the drive wheels and, with the DeDion axle, provides maximum traction under all road conditions. Still another benefit of this design is reduction of weight on the front wheels which, with the help of new rack-and-pinion steering, gives the driver easy, precise control as well as a smoother ride.

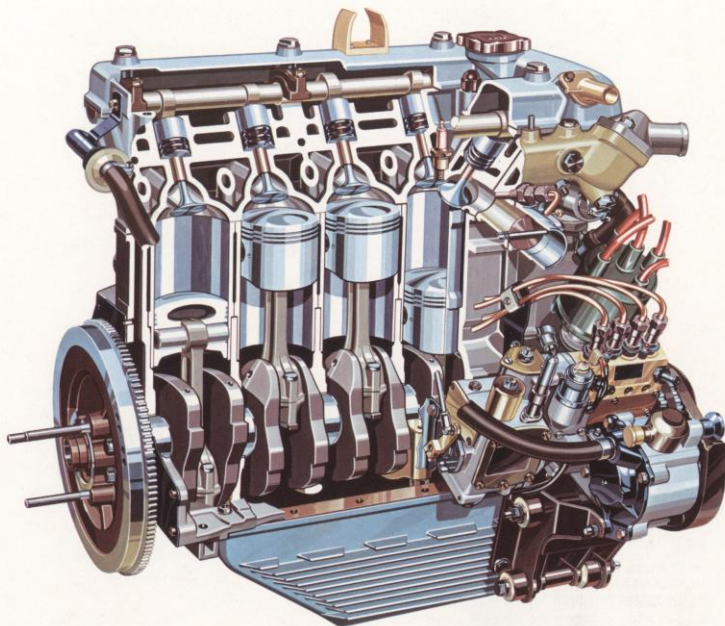
For those who rate the Alfa Romeo one of the best-handling cars in the world (including every authoritative automotive journal) the GT's handling and road-holding will seem unbelievable. For those who have never enjoyed the sheer pleasure of driving an Alfa, a test-drive in the GT will be a revelation.



To Alfa Romeo performance IS safety

Do you want a hard-charging, exciting performance car? The Alfetta GT is for you.

Do you want a smooth, sophisticated town car? The Alfetta GT is for you. Do you want a remarkably economical car? Then the Alfetta GT is also for you. This unusual versatility is due in large measure to the renowned Alfa Romeo all-aluminum engine. It has chalked up an astounding worldwide record for performance, efficiency, economy — and durability. It may surprise you to know that many Alfas are dashing about the roads of the world with well over 100,000 miles on their engines. Acclaimed as today's most highly refined double overhead cam engine, this 1962 cc masterpiece gives the new GT flashing acceleration and a top speed of 110 mph. Yet it also delivers astonishing fuel economy: 25 mpg in highway travel (19 in city driving) according to official U.S. Government E.P.A. tests. With the highest specific output in its class, this rugged engine effectively disproves the misconception that the only economical car is an underpowered car.



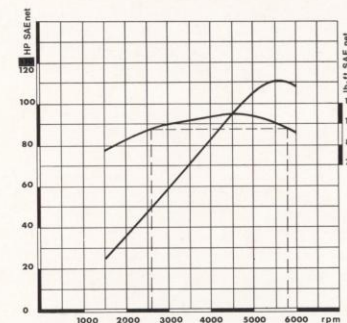
Perhaps just as astonishing is its huge reserve capacity. At very high speeds it is fairly loafing along on only 50% of its maximum power. With the GT, top performance is not merely an occasional spurt — you can cruise all day long close to the limit. Equally important is the fact that 90%

of maximum torque is at your command over a wide range of engine speeds: from 2500 rpm to 5500 rpm. You may never need all this power. But it's good to know you can count on it if you must pass another car, accelerate out of danger, or join fast-moving traffic on an expressway.

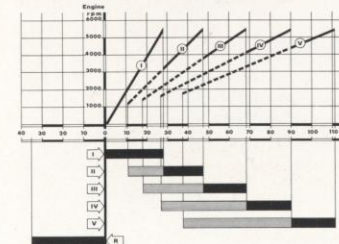
Some key features of this remarkable engine:

- ☐ Hemispherical cylinder combustion chambers with central spark plugs for correct flame propagation and complete, clean combustion.
- ☐ Lightweight, fast-cooling aluminum alloy block, heads, pistons.
- ☐ Sodium-filled exhaust valves running 400 degrees cooler than ordinary solid valves for long life.
- ☐ Five main bearings with torsional dampener distribute crankshaft load evenly, eliminate vibration.
- ☐ Tuned intake manifolds for optimum filling of cylinders, efficient mixture turbulence and gas flow.
- ☐ Tuned exhaust manifolds improve efficiency for higher power and torque with reduced emissions.
- ☐ New trough-type aluminum oil sump with extra cooling fins eliminates surge.
- ☐ Spin-on oil filter, easily replaced.
- ☐ Sealed cooling system with expansion tank.
- ☐ Electric radiator fan, thermostatically controlled, runs only when needed; saves engine power and fuel.

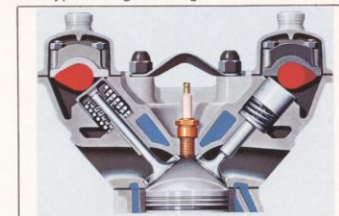
Power to spare where it counts — at the driving wheels — is clearly shown here. Torque vs. horsepower graph reveals power on tap continuously from 2500 rpm to 5500 rpm in any gear. Torque comes on early, stays on right up to high engine rpms with no flat spots. (Chart not applicable to California cars.)



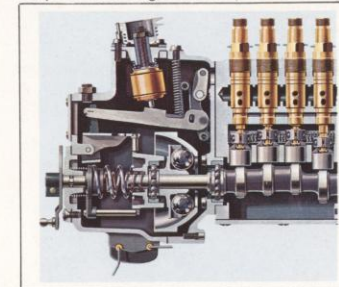
Fuel-saving 5-speed gearbox tunes driving to traffic and terrain. Smooth, precise shifting from one carefully programmed sector of speed range to the next. Chart plots engine rpm and car speed relationship to each gear ratio. Fourth is direct drive. Fifth is an over-drive gear for high cruising speeds with fuel-saving lower rpms. For example, shifting from fourth to fifth gear at 60 mph, rpms drop from 3600 to 2900 for a 20% saving in fuel consumption. Note flexibility of third gear — ideal for acceleration or traffic.



Twin overhead camshafts are chain-driven, run directly on the valves. Fewer moving parts; no friction or power losses caused in ordinary engines by pushrods and rocker arms. Key reason for the engine's smooth performance, economical operation and long life. Worth noting: all successful Grand Prix cars employ this type of engine design.



Racing-type fuel injection precisely meters fuel according to engine demand. Developed for the world-famous Alfa Romeo Type 33 racing car. Mechanical — not electronic — for non-gadgets ruggedness and reliability. Individual feed to each cylinder. Automatically controls fuel mixture for altitude changes, cuts off fuel during deceleration to save fuel, reduce emissions. Compensates for ambient temperature changes and cold starts.



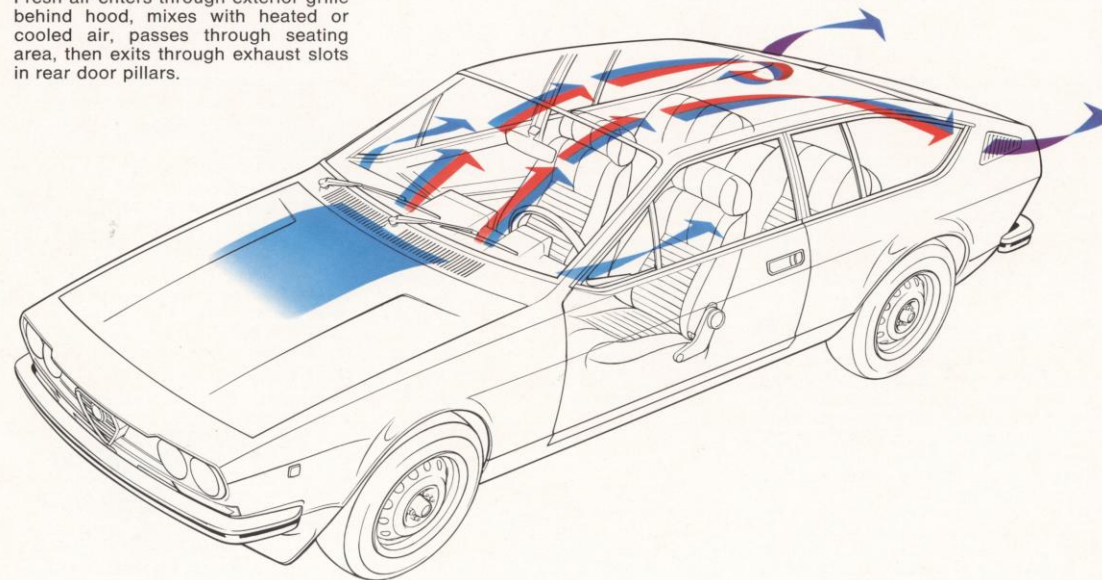
Capacious storage for two or four

Plenty of room for luggage and packages in an extra dividend of the great aerodynamics of the GT. For the high « Kamm » tail, so efficient in reducing drag, also creates a large trunk area. Offering total cubic feet of 10.6, the trunk is accessible through the rear hatch. As this is raised, a hydraulic strut automatically lifts the shelf behind the rear seats to expose the trunk interior. When the hatch is lowered, the rear shelf drops simultaneously to conceal the trunk's contents.



Comfort at your control

Highly efficient heating and cooling system makes the GT your living room on wheels. You ride relaxed, refreshed thanks to a gentle, continuous flow of conditioned air. Volume and distribution are adjustable, with individual controls for driver and front passenger. Fresh air enters through exterior grille behind hood, mixes with heated or cooled air, passes through seating area, then exits through exhaust slots in rear door pillars.



Facts and figures you should know

Engine. All-aluminum alloy, 4 cylinders in line, 80° V-overhead valves operated directly by dual chain-driven overhead camshafts acting on oil-bathed followers. Five main bearings. Torsional crankshaft dampener. Sodium-cooled exhaust valves. Bore: 84 mm. Stroke: 88.5 mm. Cylinder capacity: 1962 cc. Compression ratio: 9.0. Peak torque: 110 foot pounds at 4500 rpm. Top speed: 110 mph. Standing 1/4 mile: 18 sec.

Fuel system. Alfa Romeo Spica mechanical fuel injection, port type, adapted from Alfa Romeo Type 33 race car. Separate supply plunger for each cylinder, driven by crankshaft and connecting rods for precise metering of fuel. Electric fuel pump. Four air ram tubes force air through dry-element filter to four individual throttles. Fuel capacity: 13.2 gallons. Tank design helps prevent escape of liquid or vapor. Efficient Alfa Romeo engine requires no catalytic converter (except in California) and runs on 91 octane

fuel (R.O.N.). Leaded or unleaded fuel may be used. 1975 EPA mileage results: 25 mpg on highway, 19 mpg in city traffic (49-state version).

Electrical system. 12 volt, 45 ampere alternator. 66 ah battery. Spark plugs: Lodge, fixed gap.

Coolant system. Sealed system with liquid coolant containing a permanent antifreeze. Circulation by centrifugal, V-belt driven pump. Expansion tank transparent for checking coolant level. System capacity: 17 pints. Electric radiator fan, thermostatically controlled, operates when radiator temperature rises above 92°C, cuts out below 82°C.

Clutch. Hydraulically operated single dry plate, with progressive spring diaphragm. Diameter: 8.4 in. Located at rear axle on input side of gearbox.

Gearbox. Manual, with shift lever mounted on center console. Five fully synchronized forward gears plus reverse. Molybdenum-coated synchroniz-

ing rings. Gearbox located in rear on differential. Hypoid bevel rear axle with 4.1 (10/41) ratio. Gearbox ratios: 1st, 3.30; 2nd, 2.00; 3rd, 1.37; 4th, 1.04; 5th, 0.83. Reverse: 2.62.

Front suspension. Independently suspended front wheels located by adjustable control arms. Torsion bars. Stabilizer bar. Telescoping, anti-aeration hydraulic shock absorbers.

Rear suspension. DeDion triangulated. Axle location by Watts link system. Stabilizer bar. Coil springs. Hydraulic telescoping shock absorbers isolated in « silentbloc » bushes.

Transaxle. Flywheel/clutch/gearbox differential assembly connected directly to body via rubber mountings.

Brake system. Power 4-wheel disc brakes with dual safety circuits. Anti-lock pressure regulator for rear brakes, located inboard on differential. Front brake swept area: 182.3 sq. in. Diameter: 10.27 in. Swept area of rear brakes:

156.6 sq. in. Diameter: 9.84 in. Parking brake operates on rear disc brake.

Steering. Rack and pinion. Padded, safety-grip wheel on two-section column adjustable for rake within 1.5° range. Column sections connected by universal joint and rubber joint. Steering box behind axle. Turning circle: 32.8 ft.

Tires. Belted radial tires, 185/70 HR14. Wheel rims: 5 1/2 J x 14.

Dimensions.

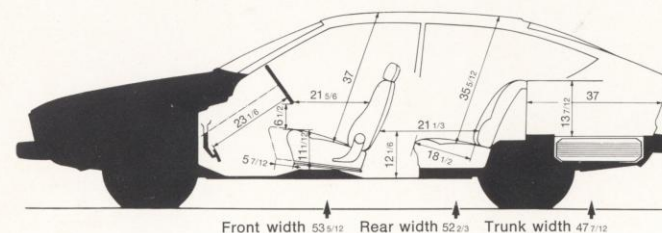
Wheelbase: 94.5 in.
Overall length: 171 in.
Height: 52.5 in. Width: 65.5 in.
Front and rear track: 53.5 in.
Curb weight: 2310 lbs.

Standard equipment. Alfa Romeo fuel injection. 5-speed gearbox. 4-wheel power disc brakes. Tachometer. Hand throttle. Trip meter. Fuel gauge with warning light. Oil pressure gauge, warning light. Automatic cigarette

lighter. Heater with 2-speed blower. Windshield washer. Brake fluid warning light. Adjustable steering wheel. Reclining front seats. Electric clock. Heated rear window. Tool kit. Carpeted trunk. Underhood and trunk lights. Radial tires, (For California models only: exhaust temperature warning system.)

Optional equipment. AM-FM radio and tape player. Cast magnesium wheels. Integrated air-conditioning/tinted glass windows. Metallic paint.

Alfa Romeo, Inc., Headquarters & Eastern Division
250 Sylvan Avenue
Englewood Cliffs, New Jersey 07632
Western Division:
215 Douglas St. South
El Segundo, California 90245
Alfa Romeo (Canada) Ltd.
26 Greensboro Drive
Rexdale (Toronto) Ontario



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