

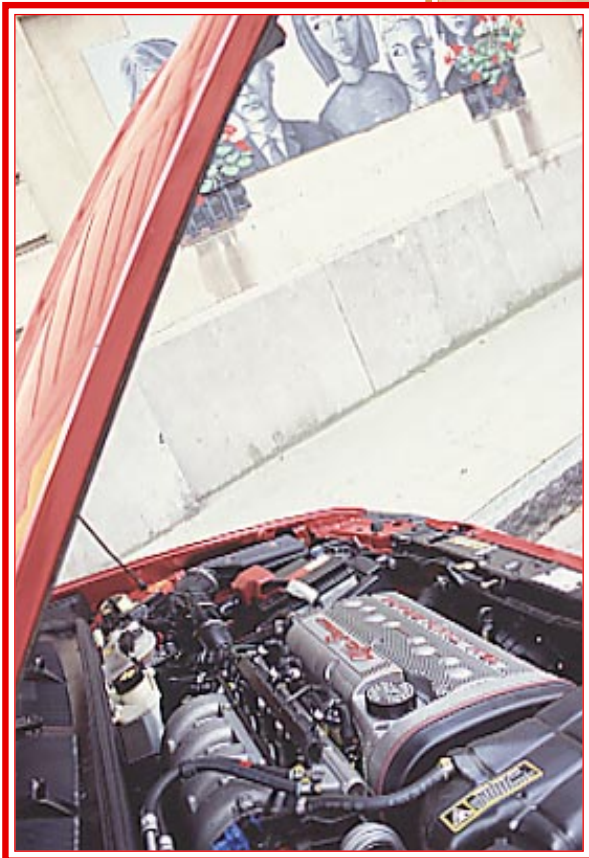
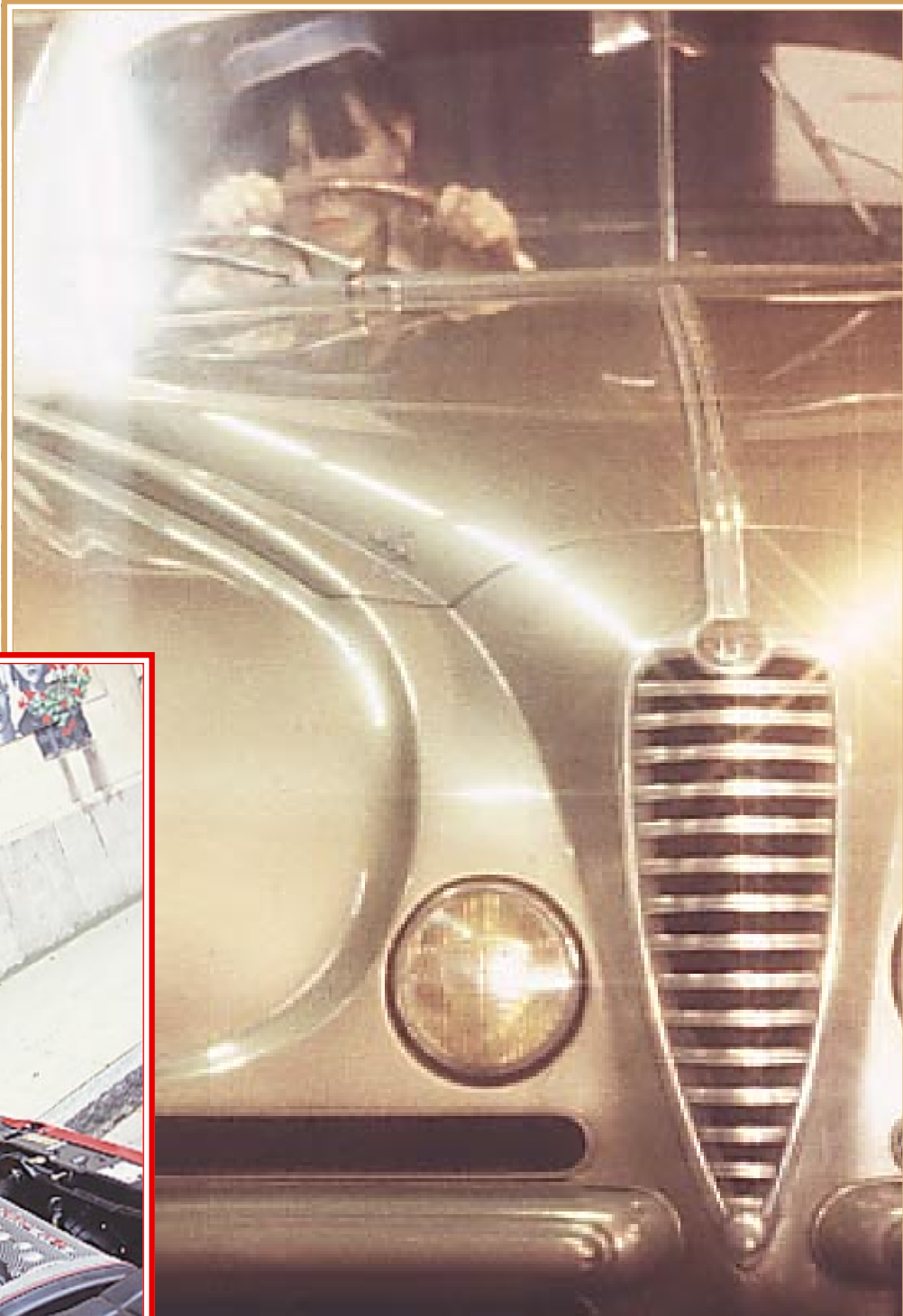


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*Even though Alfa were preparing to take on the mass market with the 1900, coachbuilders such as Touring used remaining pre-war chassis and components to create some wonderful cars. (6C 2500 Villa d'Este 1950).*

*Fifty years on - the latest technology of the 145's 16 valve Twin Spark 1.7. Alfas still turn heads. (145 1996).*





*The last of the series had improved heating - not all the countries that wanted the Giulia had the weather that southern Europe takes for granted. (Giulia Sprint 1963).*



*The Giulia Spider was a fine-looking car; not everyone preferred the Duetto when it arrived in 1966. (Giulia Spider (1964)).*



*The 75 arrived, to a great fanfare of trumpets, in honour of the company's 75th birthday in 1985. (75 1986).*

disappeared in 1985, and the Alfa 6 followed a year later. A shortlived model - the Alfa 90 - followed. It was an elegant saloon, with not a little of the future 164 in its styling. Engine options were 1.8, 2.0, 2.5 and a 2.4 turbo diesel. The car was produced for just two years before giving way to the new 75.

As was the usual practice, a Bertone GT coupe Alfetta was not far behind the saloon, making its debut in 1974, and

following the saloon with regard to the new engines. In 1976, the coupe's name was changed to GTV, because Alfa had discovered a confusion: for some people: 'Alfetta' implied a little Alfa - which the car most certainly was not. In 1980, the GTV was restyled, with plastic bumpers, upgraded interior and bigger wheels. In addition to the standard 2.0 litre engine, a turbo diesel saloon and coupe option - called the GTV

Turbodelta - was added. But the best news of all was the 1981 debut of the GTV 6. Although similar in clothing to the Alfetta GT, the GTV 6 had been completely redesigned mechanically to take what was to be required of it from the Alfa 6 2.5 litre engine. The interior fittings and equipment were updated and rationalised, and the exterior was tidied and given some black trim. The GTV 6 was an outstanding car, and is much



*The 164 - the first car in a new chapter for the company - sold well for them over a production run of ten years. (US spec 164 - the last 164 built).*



*The 155 joined the 164, which it resembles - it also has styling similarities with the newer 33s. (155 1995).*