

Giulietta

spider

a

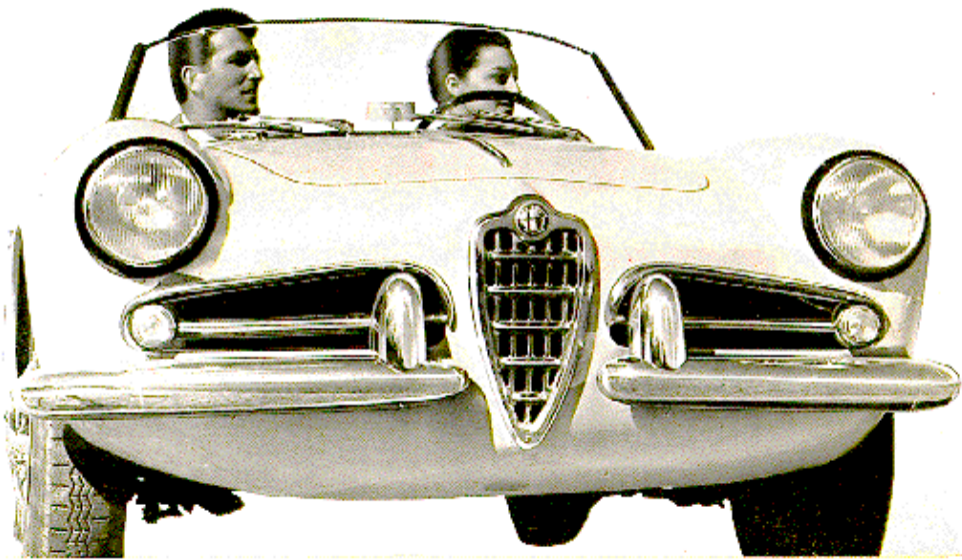
2 seater

Alfa Romeo

1300 cm³ Car

styled by

Pinin Farina



Giulietta

spider

Alfa Romeo

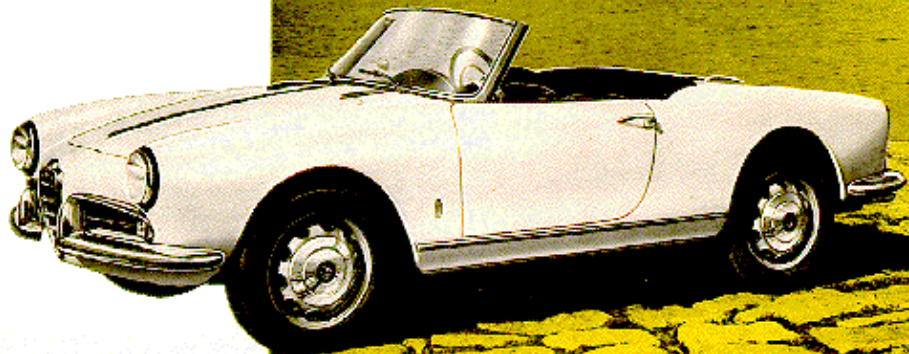
Following the great success obtained by Giulietta sport coupé in the main world's markets,

Alfa Romeo presents now the Giulietta spider which has the same features, increased by an open coachwork well suited for long and quick travels, and tourism purposes.

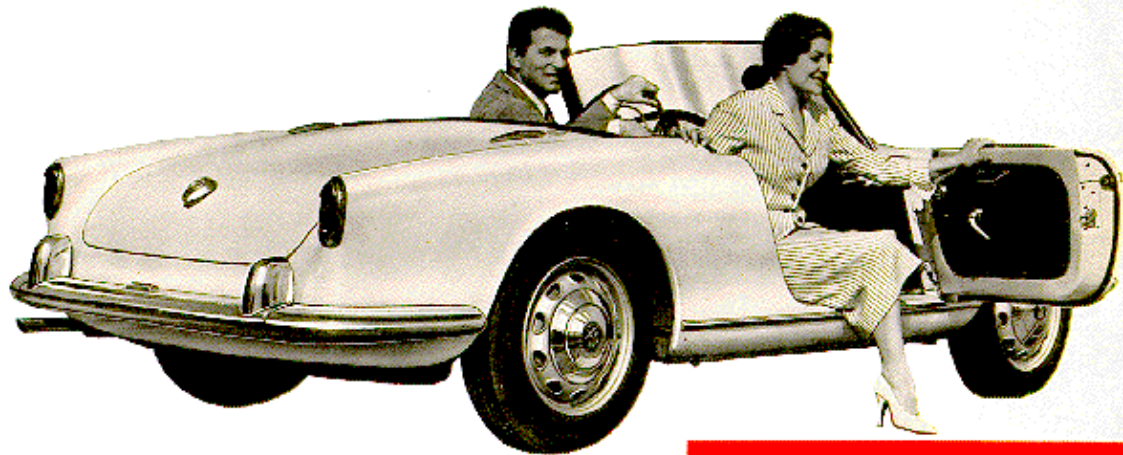
This two seater which for its mechanical qualities follows the high-class traditions of the Alfa Romeo works, was given the final touch by the Master of coachwork manufacturers "Pino Farina".

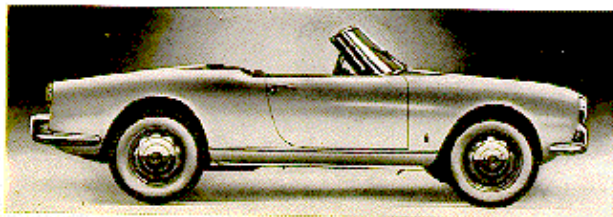
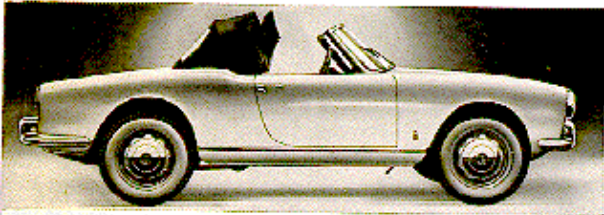
Very handy to drive, with a superb road holding—powerful at low speeds and springy in the picking up—it reaches a very considerable speed.

The efficiency in braking gives it the utmost safety. The purity of the line confers a sober smartness and, at the same time, a very high streamlined shape to the car. These are the essential characteristics of Alfa Romeo's Giulietta spider.



The reduced wheel base of Giletta spider increases considerably the smooth handling which was one of the finest qualities of Giletta sprint





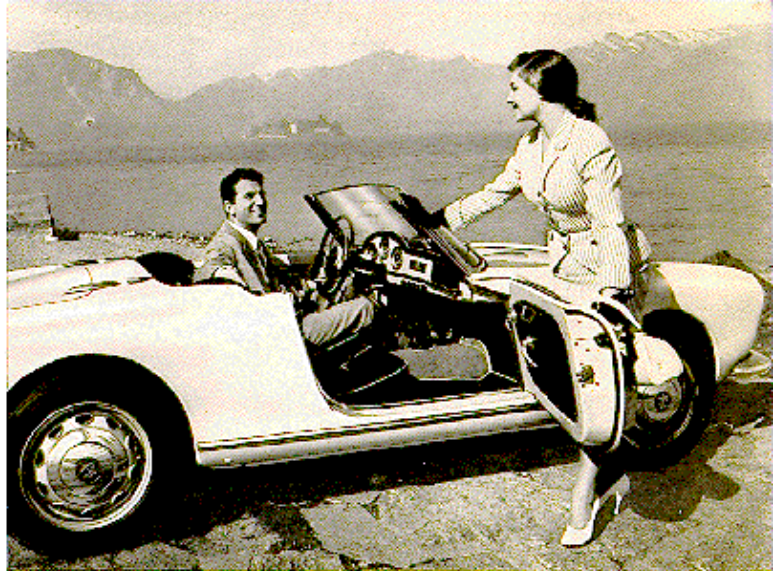
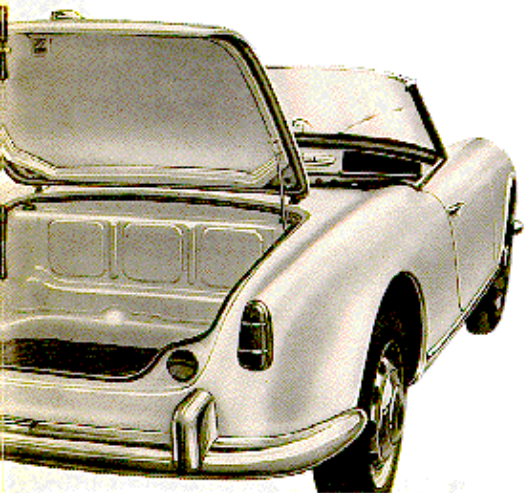
Transformability

The 127 convertible, when closed, has all the technical features of a practical design: the clear windows removable with a crankhandle, the windshield with perfect tightness, the opening of the hood in extremely easy. The rooflets rest in front on the rear of the seats, where are also placed a spare tire and tools. When opened, the car is perfectly shaped with the only projection of the windshield.



Luggage compartment

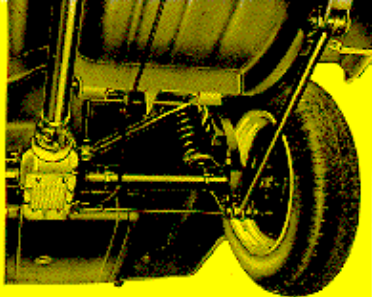
The luggage compartment of Gullotta spider offers a big free space and an easily, proper arrangement of the luggage.



The three instruments can be read at a glance because they are grouped as a satellite panel of modern design. Housing is also the sport features of the car, there is also a revolution coaster. On the instrument panel, you find also the control patch for ventilation and anti-freezing. Provision for a radio receiver is made in the center of the America plate, but it is not intrusive in the normal outfit of the car. The upper part of the instrument panel is recessed, so as to avoid any disturbances by reflector; for the same reason the steering wheel is black. The gear box shift is by cable lever.

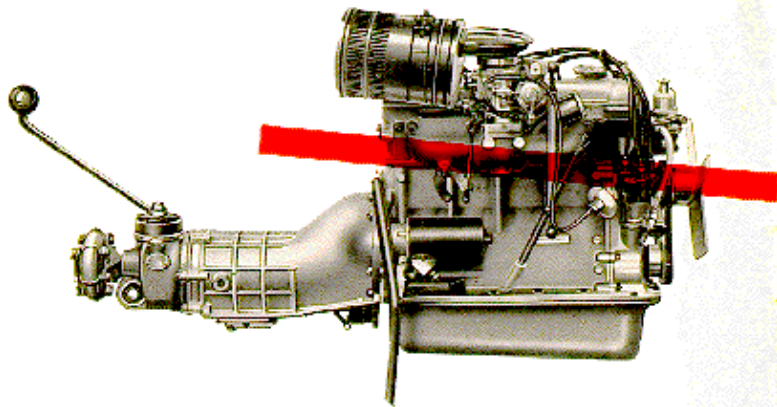
Suspensions

The tying of the rear axle to the frame by means of an upper triangular twist rod and lower radius rods give to the Maserati sport a surprisingly good road holding.



Brakes

The brakes of all Alfa Romeo cars are the result of long experience in motor races. They have proved themselves in the International trials and give to the Maserati sport a safety and a prompt reaction such that they represent one of the main features of the car.





Technical features

Cylinder	4
Bore	2.91 in.
Stroke	2.54 in.
Capacity	1229 cc.
Power at 4000 r.p.m.	65 H.P.
Water-bath	7' 3 1/2"
Front wheel track	4' 3 1/2"
Rear wheel track	4' 2"
Overall length	12' 8"
Overall width	4' 3 1/2"
Weight empty	1029 lb.
Maximum speed	56 miles/hr.
Tires	15.5 x 15
Electrical equipment	12 volts

Clutch: A foot-operated cam-plate driven by steel cables (320).

Gears: Dry-Englebert type with shock absorbing bob.

Gear box: 4 synchronized forward speeds and 1 reverse. Ball gear shift lever.

Transmission shafts in two pieces with intermediate bearing, flexible joint at gear box and set screw joints at both ends of the second section.

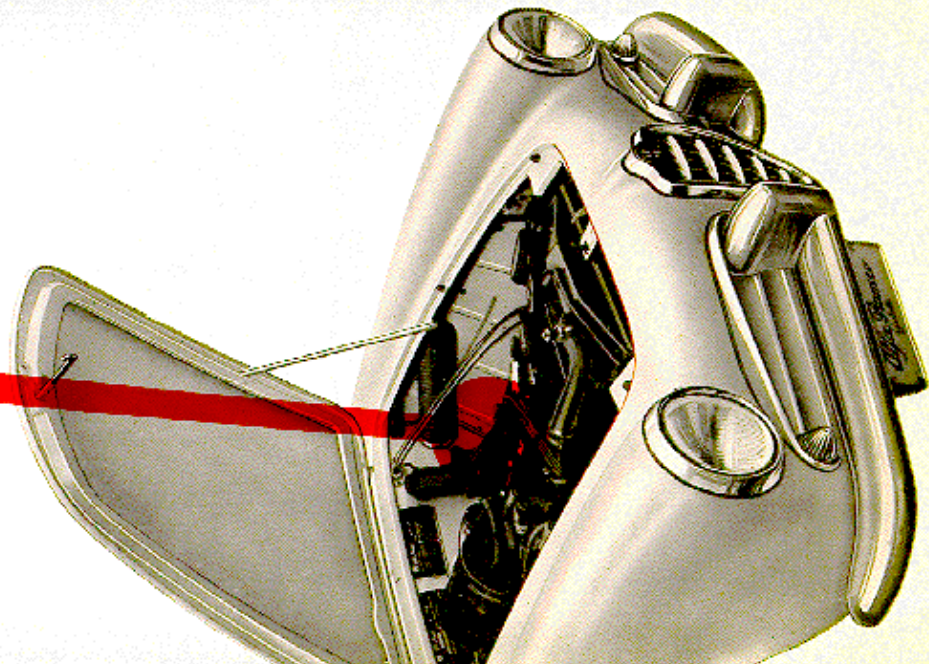
Differential: bevel pinions with hypoid drive.

Front suspension: independent wheels with transverse wishbones, variable spring rate, coil springs and telescopic shock absorbers.

Rear suspension: rigid axle connected to the frame by an upper triangular thrust rod and lower shock rods, coil springs and telescopic shock absorbers. Variable spring rate.

Steering: With worm and finger.

Brakes: Hydraulic 4-wheel brakes, the front wheels have two leading sliding shoes; bimetallic drums of large diameter, front discs fitted with heavy base casting bar.



History of Alfa Romeo

In 1904, in a little town called "Portofino", where today a big industrial complex borders the sea Highway, there was a modest garage for Alessandro Darraco who intended to build the Italian market with his own production. The garage grew out of his idea of the motor passenger cars, constructed with well-finished material imported from Savigliano, France.

Darraco encountered many difficulties, and in 1908 his garage was taken over by the company "A.I.F.A.", Direzione Lombarda Fabbrica Automobili, of which, in 1911, the Romeo became the owner, calling the company "Assemblea Ing. Nicola Romeo".

In 1918, the firm company was reorganized and the name of the firm was changed to the present, Alfa Romeo, S.p.A.

In 1925, the firm changed its production to other types of machines, and its name became again payable, not only for the technical perfection and originality of its products, but also because in 1923 Alfa Romeo had begun to sponsor motor-races, which made its name well known in all the world.

In the championship between the first two, the name of Luigi Stener, was also driving the "D. 2300", in 1924 we had the name of Antonio Ascari, Campari, Nuvola, Leggeri, driving the "A. 2300", and finally in 1926 with Emilio Piva, the "A. 2300" was the first world's champion.

In the period from 1928 to 1935 appeared new names which soon became very popular: Campari, Montecarlo, Tagliero, Mura, Portelli, Tassinari, Van Strada, Campi, Castoldi, and others, and among all distinguished the first three who will remain famous for a long time: Achille Varzi and Tazio Nuvolari, who started racing from the motorcycle sector and discovered the favour of the general public with their different skills and drive.

In 1935 the Alfa teams grouped together as the "Ferrari Racing" and new drivers were named in the old sector: Inghisi, Erino, Todini, Interdoni, Tassinari, Villorini, Mucchetti, the "Alfa 3000" was built in 1936, and in 1938 the "1500" made its debut. From an extensive programme, the production of Alfa from 1926 on went to consolidate and improve the automobile department and to increase the production of airplanes in the aviation department. Great progress continued also in the following years.

In 1939 Alfa was absorbed by I.R.I. (the Italian I.R.I.) of which it is a shareholder today through Finmeccanica. In the period from 1935 to 1942 the production of Alfa was completely absorbed by supplies to the Government of industrial vehicles and aviation material for the war in Africa. In the years preceding World War 2, the plants of Portofino were designed

with the construction of new modern plants for aeronautical production at Romagnolo d'Adda (Brescia). At the outbreak of the war, the entire production of the Company went to war contracts. The plant in Portofino was badly damaged by the Allied bombings, but destroyed almost half of the plant and equipment. Sub-assembly plants and suppliers firms were more or less destroyed. At the end of the war two big problems were to be found: the rebuilding of plant and equipment and reorganization of productive production, which required three years for completion.

After the war, Alfa Romeo returned promptly to the motor-racing, but in 1948 three of its most famous champions died tragically: Achille Varzi, Carlo Felice Trossello and Juan Manuel Fangio. After a brief pause for rebuilding, in 1950, the record year, the "Alfa Romeo" took part in eleven Grand Prix winning six of them and obtaining the first three places in the classification.

World Champions: Juan Manuel Fangio, Juan Manuel Fangio, Stirling Moss, while Bonello, Inghisi, Scrovi, Scarpino, Coraggio, Medici, Dall'Oy, and others were important localities. The two year period 1949-50 marked a change of title and leading in preparation for leading in the market of new models.

The months prior 1951 was equally glorious for Alfa which was again the world title with Juan Manuel Fangio, after having gained four Grand Prix with Fangio and Nuvola, and after having placed fifth in other motor-races of "Grand Prix" and "Sport". In the official team were also Scrovi, Scarpino, De Graffenried, Fogliati, Bianchi.

In 1952, with the changing of the Grand Prix, the Alfa entered the market and sporting field with the "1500" which became "the family car that wins the races" acquiring numerous trophies.

In 1953, with the normal season and "Sport", the "1500 cc." model took first throughout appearance and dominated the most important European road-races. On the whole the various types of "1500" obtained about one hundred national and international prizes and contributed to the conquest of more than six hundred. "Sport" was also the debut of "Flying Saucer" and ran to the level of the world Championship "Sport". Fangio won with the "Alfa Romeo" model the Grand Prix Super-continentali di Monaco; while he, with King and Scrovi, dominated the Milan Grand Prix with the same type of automobiles.

In 1954 the "1500 and T.S. Super" were launched on the market in addition to the "Alfa Romeo" "Sport" coupe 1200 cc. This jewel was followed by the "Giulietta Berlina" which in 1955 was received enthusiastically at the Torino Motor-Show. Toward the end of 1955 Alfa brought out the "Giulietta Sport". In the latest model Alfa the "1500 cc." model in the "Sport 1500".

ALFA ROMEO S.p.A. OFFICES AND FACTORY VIA M. J. TRIANO, 33 20139 MILANO

History of Alfa Romeo

In 1904, in a little town called "Portello", where today a big industrial complex borders the bus highways, there was a modest garage for Alessandro Darracq who intended to furnish the Italian market with taxi-automobiles. This garage grew out of an idea of the motor pioneer cabs, constructed with semi-finished material imported from Suresnes, France.

Darracq encountered many difficulties and in 1909 his garage was taken over by the company "A.L.F.A." (Anonima Lombarda Fabbrica Automobili), of which, in 1911, ing. Romeo became the owner, calling the company "Anonima Ing. Nicola Romeo".

In 1918, the new company was reorganized and the name of the firm was changed to the present, Alfa Romeo, S.p.A.

In 1925, the firm enlarged its production to other types of machines, and its name became more popular, not only for the technical perfection and originality of construction, but also because in 1923 Alfa Romeo had begun to sponsor motor-races, which made its name well renowned in all the world.

In the champions' album we find first, the name of Ugo Sivocci, who died driving the "P. 1"; in 1924 we find the names of Antonio Ascari, Campari, Minola, Wagner, driving the "P. 2", and finally in 1925 with Britti Peri, the "P. 2" won the first world's championship.

In the period from 1928 to 1935 appeared new names which soon became very popular: Campari, Borzacchini, Fagioli, Moll, Ferrari, Guidotti; from abroad came Caracciola and Chiron, and above all dominated two champions who will remain famous for a long time; Achille Varzi and Tazio Nuvolari, who entered motor-racing from the motorcycle school and encountered the favour of the general public with their different skills and drive. In 1936 the Alfa autos grouped together as the "Ferrari Racers" and new drivers were trained in the old school: Trossi, Brivio, Tadini, Zehender, Farina, Vittoresi. Meanwhile, the "Tipo 312" was built in 1936, and in 1938 the "158" made its debut. From an industrial point-of-view, the problems of Alfa from 1926 on were to consolidate and improve the automobile department and to increase the production of airplanes in the aviation department. Great progress continued also in the following years.

In 1935 Alfa was absorbed by I.R.I. (the Italian R.F.C.) of which it is a dependent today through Finmeccanica. In the period from 1935 to 1939 the production of Alfa was completely absorbed by supplies to the Government of industrial vehicles and aviation motors, for the war in Africa. In the years preceding World War 2, the plants of Portello were enlarged

with the construction of new modern plants for aeronautical production at Pomigliano d'Arco (Napoli). At the out-break of the late war, the entire production of the Company went to war contracts. The plant in Milan was badly damaged by the aerial bombing, that destroyed almost half of the plant and equipment. Sub-assembly plants and supplier firms were more or less destroyed. At the end of the war two big problems were to be faced: the rebuilding of plant and equipment and reconversion to peace-time production, which required three years for completion.

Alfa Romeo returned triumphally to the motor-races, but in 1948 three of its most famous champions died tragically: Achille Varzi, Carlo Felice Trossi e Jean Pierre Wimille. After a brief pause for retooling, in 1950, the record year, the "Alfetta" took part in eleven Grand Prix winning all of them and obtaining the first three places in the classification - World Champions: 1) Nino Farina, 2) Juan Manuel Fangio, 3) Luigi Fagioli, while Bonetto, Taruffi, Sanesi, Bornigia, Cornaglia Medici, Daetwyler, and others won important trophies. The two year period 1949-50 marked a season of trials and testing in preparation for launching on the market of new models. The eventful year 1951 was equally victorious for Alfa which won again the world title with Juan Manuel Fangio, after having gained four Grand Prix with Fangio and Farina, and after having proved itself in other motor-races of "Class 1" and "sport". In the official team were also Sanesi, Bonetto, De Grafenried, Fagioli, Pietsch.

In 1952, with the changing of the Grand Prix, the Alfa entered the tourist and sporting field with the "1900" which became "the family car that wins the races" acquiring numerous trophies.

In 1953, with the normal sedans and "sprint", the "1900 i.i." made their first triumphant appearance and dominated the most important European road-races. On the whole the various types of "1900" obtained about one hundred national and international prizes and contributed to the conquest of three Italian premiums. Sensational was also the debut of "Flying saucers" 3500 cmc. in the races of the world Championship "sport". Fangio won with the "spider" model the Grand Prix Supercortomaggiore at Merano; while he, with Kling and Sanesi, dominated the Mille Miglia with the same type of automobiles.

In 1954 the "1900 and T.I. super" were launched on the market in addition to the Giulietta "sprint" coupé 1300 cc. This jewel was followed by the "Giulietta Berlina" which in 1955 was received enthusiastically at the Torino Motor-Show. Toward the end of 1955 Alfa brought out the "Giulietta Sprint" in the spider model and the "Primavera" model of the "super 1900".