



New 1750 Alfa sedan body is all-new with cleaner, simpler lines and appreciably longer rear deck.

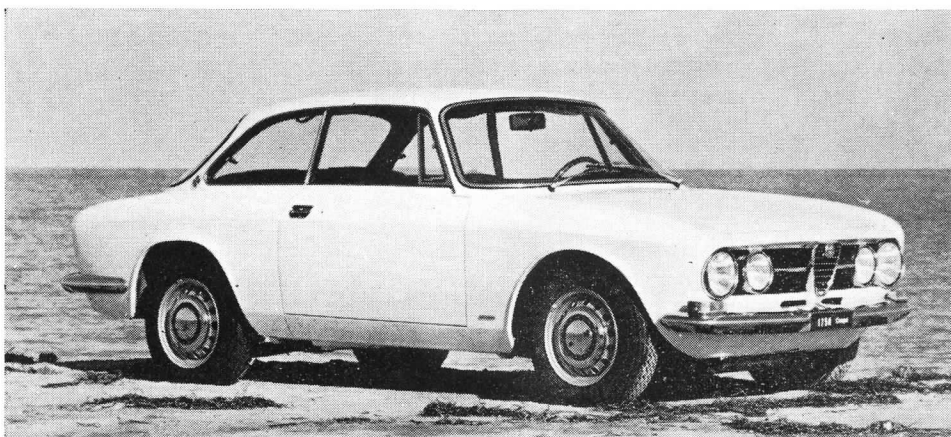
NEW 1750 ALFA ROMEOS

THE NEW Alfa Romeo 1750 models made their European debut at the Brussels Auto Show. Available in a much-facelifted sedan body, the familiar GT coupe by Bertone and the Duetto roadster body by Pininfarina, they won't be for sale for some months in the U.S.—so don't bother your dealer about them.

The enlarged engine has its bore increased from 78 to 80 mm and its stroke lengthened to 88.5 from 82. So it is more undersquare than ever, and if the rev range isn't aided by such a stroke at least low-speed torque and emission control should be. Displacement is 1779 cc, but the conservative 1750 name was chosen to link the new models with the illustrious old 1750 series, one of which was on display at Brussels too. The basic Giulia engine design is unchanged: inline four with classic chain-driven double overhead cams.

The new sedan, an enlarged and restyled version of the homely Giulia, indeed looks much better if not yet beautiful. Its wheelbase has grown from 98.8 in. to 101.5 and an increase in overhang (mostly rear) stretches overall length from 163.0 in. to 172.5. Overall width is up minutely from 61.4 to 61.7 in; front track is up from 51.6 to 52.3 in, rear almost unchanged at 50.2 in. Height of the new sedan is unchanged, as it uses the same "greenhouse" with just outer sheet-metal changes. Interior fittings are luxurious in the sedan; a simple dash panel has two projecting pods in front of the driver for speedometer and tachometer plus the traditionally top-priority oil pressure gauge, and a console in the center runs down between the seats and carries the minor instruments, gearshift lever and various switches. The dash—and a depressed-center steering wheel—tell us that U.S. safety legislation will be met by the new models. Sound insulation and ventilation are featured improvements in the sedan, too—a welcome note.

All three cars use the same version of the larger engine, producing 132 bhp @ 5500 rpm. In contrast with the



Alfa 1750 Coupe is distinguished by four headlights, revised grill, wider wheels.

previous 1570-cc engine, which produced 125 bhp @ 6000 rpm and 115 lb-ft of torque @ 2800, the new unit is obviously aimed at more flexible performance rather than greatly increased maximum speed. It develops 137 lb-ft @ 3000 rpm and maintains 90% of that output all the way from 2500 to 5000 rpm. It should be flexible, indeed.

All models also have 165-14 tires rather than the former 155-15, and wheels are wider by an inch, at 5½ in. Alfa is not about to get behind on brakes, so the ATE discs (all wheels) have larger pads for an increase in swept area from 368 sq in. to 398. The sedan is about 200 lb heavier than the Giulia Super at 2460 lb, the coupe and roadster about 100 lb heavier at 2290 lb. Five-speed gearboxes are standard on all three cars, as before, and the basic suspension layout (independent front, live axle on coils rear) continues.

Appearances are little changed on the GT coupe and Duetto roadster. The coupe gets a quad headlight treatment that makes it look more like the 2600. Both get new and larger main instruments but the GT gets its small dials moved out to a console where they are less easily read than before.

Other than such details, these cars look like solid improvements over the present models. They're also likely to cost a bit more.

