

ALFA ROMEO

G · I · U · L · I · A

HISTORY & RESTORATION



Pat Braden
with Jim Weber

- GT, GTV, Duetto, Spiders, Racers, TZ, Sprint Speciale, Zagato Cars, Montreal, 101 & 105 Specials
- Complete Technical Development History
- How to Restore Your Alfa Romeo
- Race History and Competition Preparation

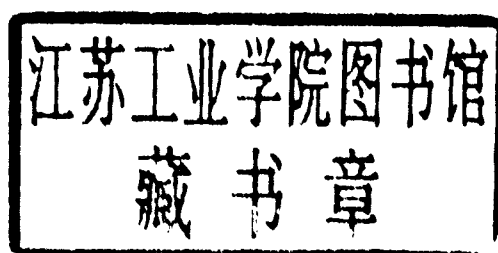


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On the front cover: The 1974 GTV 2000 owned by
Brad Fried of Woodland Hills, California, and the 1966
Duetto owned by Phil Guiral of Long Beach, California.
Ron Avery

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Acknowledgments

This book is more personal than may be immediately apparent. I was a young adult when the Giulia was new, and a large part of the fabric of my life has a thread of Alfa Romeo woven through it. Alfa Romeos have been a hobby since 1959, and I have owned more than fifty of them. That is the kind of intensity that causes in-laws to rage, spouses to despair and psychiatrists to lean forward with a faint smile of anticipation.

Over the years, many enthusiasts have contributed to the tapestry of knowledge this work represents. Many, but not all, have recognition here: Joe Benson, Don Black, Ed Bond, Don Bruno, Antonio Cerlenizza, Ron Crawford, Fred diMatteo, Pat and Glenna Garrett, Ed Geller, Enzo Giobbe, Ed Hancock, Malcolm Harris, Keith Hellon, John Hoard, Nick Holt, Peter Hull, Bill Knauz, Phil Lampman, Doug Langevin, Fred Lynch, Vojta Mashek, Norm Miller, Craig Morningstar, Franco Perugia, Paul Pfanner, Bill Pringle, Stu and Carole Sandeman, John Shankle, Roy Slater, Chuck Stoddard, Martin Swig, Paul Tenney, Roby and Rob Thalmann, Dave Trindler, Dick van der Feen, Neil Verweij, Henry Wessells, and Tom and Dale Zat. Every Alfa Romeo writer owes a debt to Luigi Fusi, which I joyfully acknowledge here. To Tim Parker and Michael Dregni, special gratitude for enduring this book's very long gestation.

Jim Weber has provided encouragement and counsel, but most of all, friendship over the years.

Jim came up through the Alfa Romeo organization when it was ARI and has contributed his vast knowledge to keep this book as accurate—and as insightful—as possible.

Over such a protracted period there come sorrows as well as joys. I want to memorialize here my wife of twenty-two years, Marie, whose vivid memory is so intertwined with the era this book recalls.

There is a final item to confess: the automotive obsession was inherited. My father was a young man when the Model T Ford began to replace the horse across rural America. The Depression forced him to leave the boot-heel of Missouri and look for work in the industrial North. That is how a gregarious young traveling salesman and his farmer's-daughter wife came to spend the rest of their lives depending on the AFL-CIO and Plant 4, Chevrolet Motor Division, Flint, Michigan. He had the Masons, fishing and cars. Given his milieu, one could not hope for more.

Progeny frequently prove inscrutable. Just as his itinerant-farmer parents would never have understood what it meant to work in a factory, my father never quite understood what his only child did to earn a living as a writer. Nor would he ever have dreamed his child would dedicate a book to his memory. But he would have been so proud. This one's for my dad, Verlon Lee Braden.

Pat Braden

Introduction

Ever since its beginnings in 1910, Alfa Romeo has been a small automobile manufacturer with a disproportionately large influence in the market. This is because, for most of its history, Alfa Romeo has been at the cutting edge of automotive engineering and style. Alfa Romeo remains one of the few touchstone marques that define the term sports car.

It was not until after its fortieth year, however, that Alfa Romeo entered into serial production. And it is my premise that Alfa Romeo's decision to turn away from making exclusive, hand-built cars of impeccable technical merit and become a mass-producer has proved almost fatal. The mistake was that Alfa Romeo management failed to develop a mass-marketing capability commensurate with its mass-manufacturing capability. Instead, it continued to act as if it were still a producer of made-to-order cars. Several decades have had to pass before this premise could become defensible; Alfa Romeo's absorption into Fiat makes it now credible.

The short-term result of the decision to become a mass-producer certainly augured well as the first Alfa Romeo designed for mass-production was remarkably successful, the 1900 sedan introduced in 1950. With a total production of 21,304 units, the 1900 retained Alfa Romeo's sporting heritage while making ownership much more affordable. The next mass-produced Alfa Romeo model, the Giulietta, represented still another successful step down-scale, since it cost approximately half the price of a 1900. In all, 177,690 Giuliettas were produced between 1954 and 1965. Alfa Romeo was clearly on a roll.

The Giulia exceeded the success of the 1900 and Giulietta combined. In the ten years from 1962 to 1972, a total of 265,877 Giulias were produced. Essentially, customers were still flocking to Alfa Romeo on the basis of its prestigious image.

And the Giulia owner was indeed lucky. The Giulia is an exceedingly rare combination of limited-production engineering at a mass-production price—the best of both worlds. That is the Giulia's charm.

The Giulia experienced staggering model proliferation. During that ten-year model run, those quarter-million Giulias were fragmented into eight major model lines. Why so many Giulia models?

With perfect hindsight, we can now appreciate how blindly Alfa Romeo tried with the Giulia to compete as a mass-producer. Conventional wisdom requires the successful mass-producer to have a marketing organization that determines market needs and specifies a product that meets the needs of the target market. Instead, Alfa Romeo did not even have a marketing department until near the end of the Giulia's life.

In the absence of marketing intelligence, Alfa Romeo offered virtual prototypes as trial balloons. Would the market support a Zagato-bodied, tubular-chassis Giulia? Go ahead and make 124 to find out. A GTC cabriolet version of the coupe? Make up a batch of ninety-nine. What about a Quattroruote Zagato replicar? Make ninety-two.

Now, based on Alfa Romeo's history prior to 1950, these numbers seem reasonable, and they must have seemed reasonable to Alfa Romeo's management in the 1960s as well. To gain the perspective Alfa Romeo's management did not have, consider that Honda's American plant manufactured approximately the same quantity of cars as the entire Giulia production history, but only two models—and in only nine months.

Alfa Romeo's make-a-batch approach ensured that the majority of its models were doomed to economic failure even before they rolled onto the showroom floor. Most Giulia models fall well below the break-even point of manufacturing economy:



Alfa Romeo's 1964 production line-up included, in the first row, from left, the Giulia Sprint GT, Giulia Sprint Speciale and Giulia Spider. Behind this trio, in profile, is a Giulia Tubolare Zagato. In the last row from left, the 2600 Berlina, 2600 Spider, 2600 Coupe, Giulia Berlina 1300, Giulia Berlina Super, Giulia 1600 Sprint and Giulietta Berlina.

eight Giulia models had production runs of less than 1,000 cars! A boon to the enthusiast, certainly, but Alfa Romeo survived such insanity only because it was state-owned and too mired in bureaucracy to go bankrupt.

There is other evidence of Alfa Romeo's marketing incompetence. By 1967, Alfa Romeo owned the sport sedan category, a niche it created with the 1900 sedan in 1950 and perfected with the Giulia Super, the quintessential sport sedan. Nevertheless, Alfa Romeo virtually abdicated leadership of the sport sedan category in the 1970s to concentrate on economy cars for the Italian market.

Finally, Alfa Romeo let the model proliferation diminish its honored image as a manufacturer of exclusive sports cars. At the same time, the change to mass-production techniques damaged its reputation for impeccable quality. Toward the end of the Giulia's production, Alfa Romeo began to lose money. The long slide into debt finally culminated in its purchase by Fiat in 1987.

We are now on the threshold of benefiting from Alfa Romeo's largesse in producing so many rare cars. Beginning in about 1988 or so, the prices of Giulietta-derived, series-produced Alfa Romeos began to rise as they became the object of specula-

tion by collectors. The first car to go through the roof was the 750 Series Giulietta Veloce, primarily as the result of an article in *Road & Track* magazine that estimated the value of the car in the year 2000 to be \$20,000. Sure enough, about four months later, ads began appearing for \$20,000 Giulietta Spider Veloces; up to that time they were bringing under \$10,000!

The sudden rise in the value of the Giuliettas has also inflated the values of the more-reliable and more-powerful Giulias. The most desirable Giulia, the Zagato-bodied TZ, has always commanded the highest prices of the family. By the mid 1990s, we will probably witness the sale of a TZ for \$500,000 and the much rarer TZ 2 for \$1 million. Giulia Sprint Speciales, bodied by Bertone, bring about \$30,000 and any Giulia capable of rolling on its own tires is probably worth at least \$5,000.

The phenomenon of appreciation is a wave that trails the new introduction of a car by about thirty to forty years, and when it hits, a number of predictable things happen. The older enthusiasts, who still regard the cars as inexpensive pleasures, are thrust aside by those who buy them for purely speculative purposes. What follows is a period of hard feeling during which the owners feel betrayed and the speculators go into a feeding frenzy, further driving up the values of the cars. Slowly, the number of owners who really appreciate the cars as motor vehicles dwindles to a few wealthy enthusiast owners who cannot be seduced to sell by the constantly rising values of the cars. Acrimonious accusations are made by the enthusiasts against the speculators, and there is a gnawing envy of the wealthy owners. During this period, most cars are traded as commodities from speculator to speculator and never really find a home. The restorable cars are lavishly saved and the poorer cars are sacrificed for parts. Slowly, in this futures market, the cars settle at a price related to their true value as automotive designs and the speculators rush off to catch the next wave. The net result of the entire sequence is to establish a car's place compared to all the other classics that exist.

We are currently at the beginning of an active futures market for the Giulia. I think this book contains ample evidence that the Giulia is a superior automotive design that will stand the test of speculation. Ultimately, I predict that any model Giulia will be more desirable than any Giulietta and will have settled at a higher value—simply because the Giulia is a better car. Much the same argument applies when the Giulia is compared against other marques: I think the Giulia will prove more valuable than most sports cars of its era simply because it is a better automobile.

1

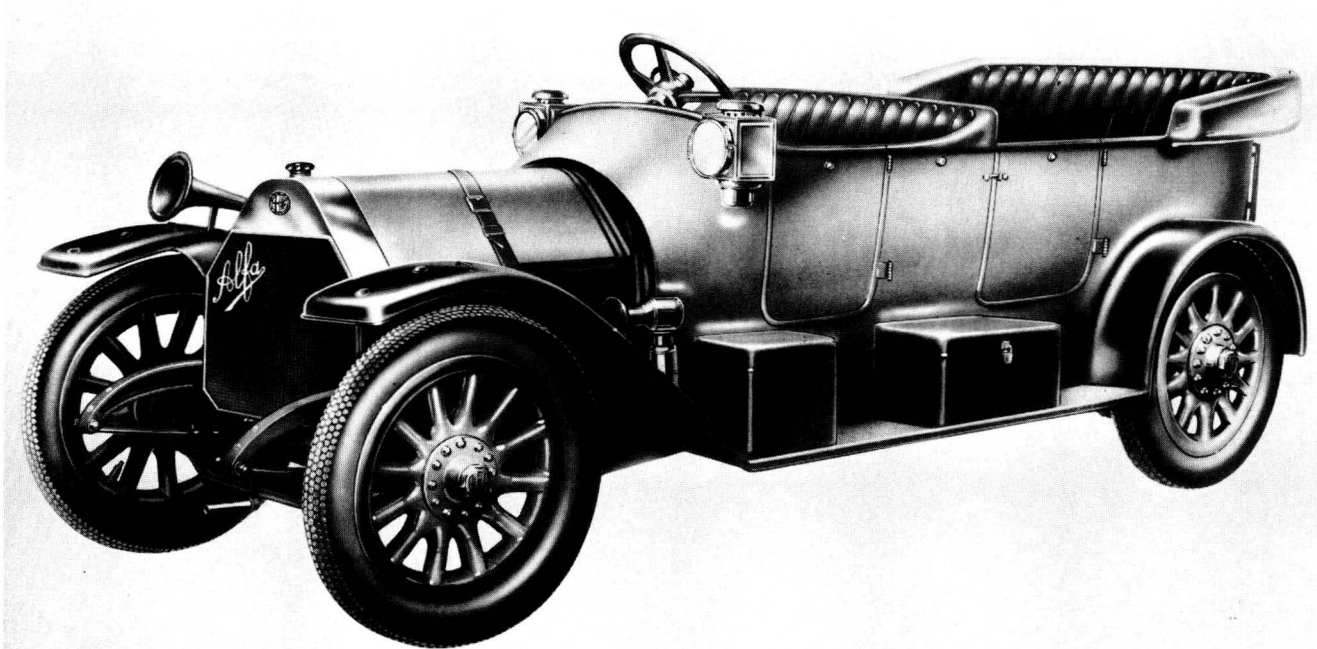
Origin of the Giulia

The cars that form the roots of the Alfa Romeo Giulia are pure legend. These cars range from the glorious P2 that Enzo Ferrari raced for Alfa Romeo and Scuderia Ferrari to the Tipo 158 Alfetta that dominated the Formula 1 Grand Prix scene for years before and after World War II. The Giulia continued this lineage in spirit, beginning with its debut at the Monza racetrack near Alfa Romeo's factory in Milan on June 27, 1962.

The company that became Alfa Romeo was created in 1908 in Milan to construct an Italian

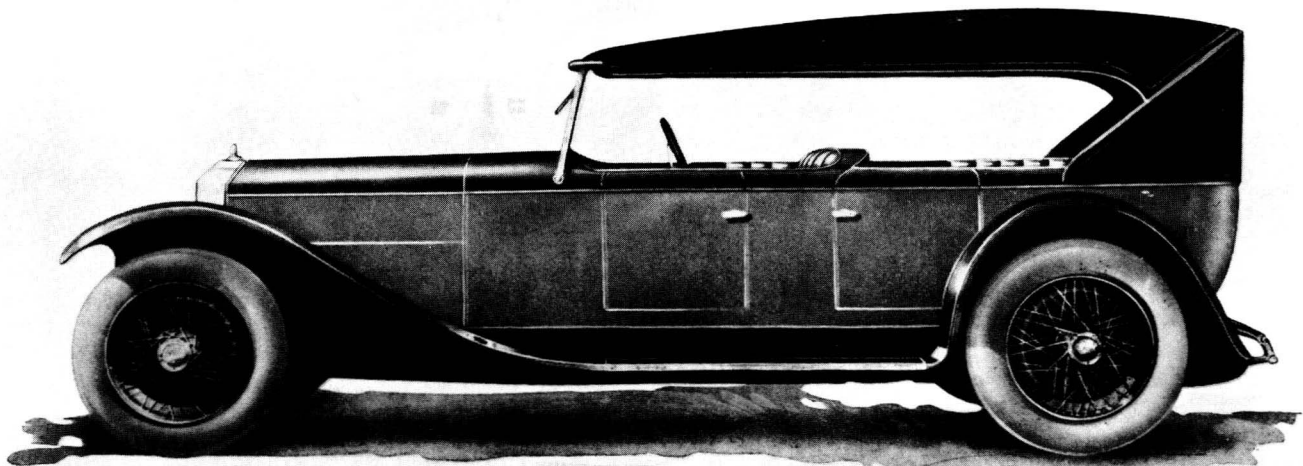
taxicab under license from the French Darracq firm. The enterprise failed, and in 1910 the remains of that company became the Anonima Lombarda Fabbrica Automobili, or Lombardy Automobile Manufacturing Company, better known by the initials ALFA. The new, all-Italian firm began building automobiles of its own design, alongside production of tractors and plows.

Whatever the aspirations of the founders, or the hopes of Nicola Romeo, who added his name to the firm in 1920, Alfa Romeo has survived where



The 1910 ALFA car shown in a retouched photograph from the Alfa Romeo archives. The side-valve four-cylinder engine created 24 hp. All extant pre-World War

II Alfa Romeos are in the corporate museum at the firm's headquarters in Arese, and some of those have been reconstructed from bits and pieces.



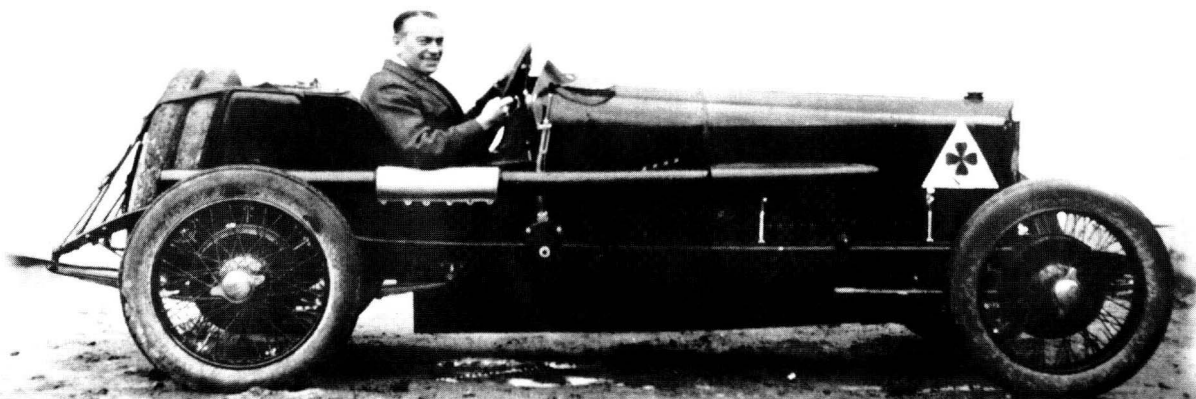
A 1923 Alfa Romeo with a torped-style body on an RL chassis. The base-model RL had a straight six-cylinder engine of 2916 cc that produced 56 hp. Publicity photographs such as this, with its painted-in background,

were about as far as Alfa Romeo ventured in trying to sell its products, since it had no marketing department at the time.

many other firms—such as Darracq and Bugatti—have failed. Alfa Romeo has endured two world wars, a great worldwide depression, absorption into the Italian government's bureaucracy, the Institute for Industrial Reconstruction in 1933, and the recent purchase by Fiat.

The history of Alfa Romeo is one of technical excellence, created by an amazing succession of engineers. Giuseppe Merosi developed the early

Alfa Romeos up to and including the RL Series. Vittorio Jano was the architect of the great racers of Alfa Romeo's halcyon years of the 1920s and 1930s, before he left to work at Ferrari. The designers of the modern era—Gioachino Colombo, Bruno Trevisan, Wifredo Ricart and Orazio Satta—took over a legendary heritage and carried it intact all the way to the Giulia. These engineers wreathed the badge of Alfa Romeo, and have given its enthu-



An RL Super Sport Targa Florio racer with an early quadrifoglio badge on the hood. By 1925, the straight six engine of 3620 cc was pumping out 125 hp in race trim,

enough to propel the car to 112 mph or 180 km/h. Note the plate to protect the driver's elbow from burns on the hot exhaust pipe.

siasts a history equaled by few other modern manufacturers.

Alfa Romeo 1910-1925: The Pioneer Years

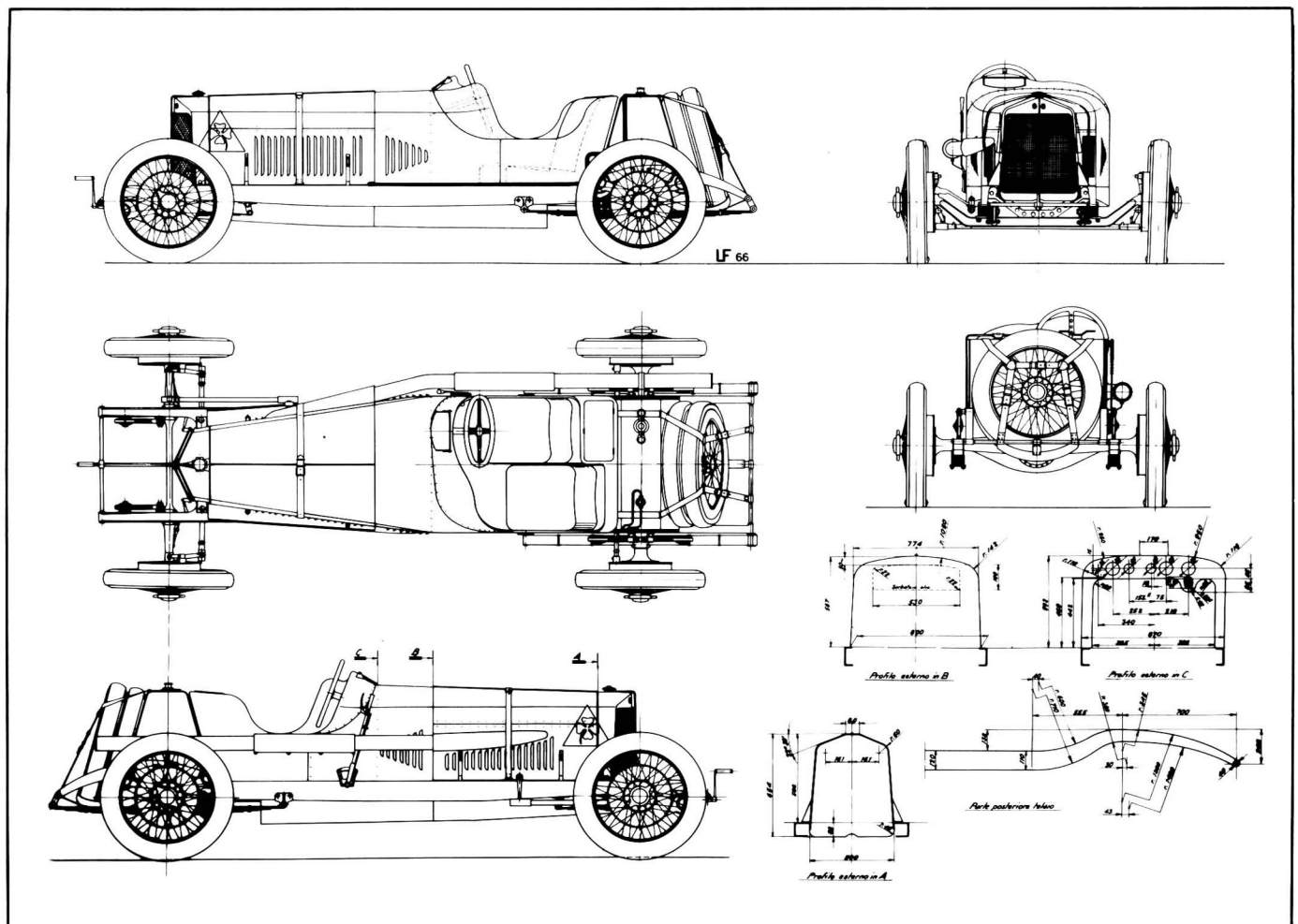
Alfa Romeo produced three basic models between its origin and the introduction of the great RL Series in 1923. The first Alfa Romeo powerplant was a four-cylinder, 4.0 liter monobloc engine with a cylinder head cast in unit with the engine block. Spark plugs were located above the side-mounted valves. The chassis that carried this engine was based on a conventional ladder-type frame with solid front and rear axles. The vehicle was originally designated the 24 hp model, but later became the 20-30 hp and then the ES model as its details were improved. The 4.0 liter series was designated by the letters A through E.

A smaller engine of 2.5 liters was introduced soon after the original 4.0 liter, with designations ranging from A through C during the same time span. The 2.5 liter relied on the same basic cross

section as the larger engine, and the cars used a similar chassis.

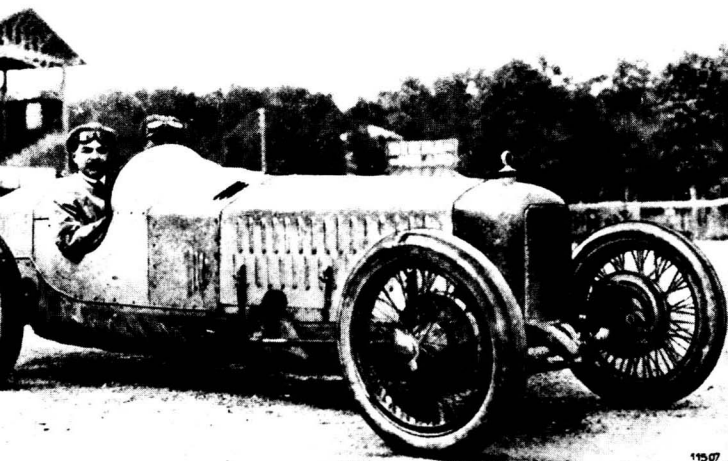
In 1913, Alfa Romeo introduced the 6.0 liter 40-60 hp model that continued in production as a racing car until 1922. The maximum output of this engine in race tune was originally 82 hp at 2400 rpm, or almost 14 hp per liter of engine displacement. To understand this power rating in contemporary terms, compare it to the 18 hp per liter or 130 hp at 2200 rpm estimated for the 7.6 liter Grand Prix Peugeot of only one year earlier. The 1912 Peugeot achieved its superior efficiency due to its double-overhead-camshaft (dohc) engine designed by pioneer Ernest Henry.

In 1914, Alfa Romeo constructed a single Grand Prix racer based on Henry's design of the 1912 Peugeot. The Alfa Romeo dohc powerplant had a 4.5 liter displacement, and like most engines of its day, was built up of an assembly of castings, including the oil sump, crankcase, engine block and cylinder head. Also typical of the era was the



Factory drawings for the RLSS Targa Florio revealed the staggered seating arrangement that permitted the aggressive driver to flail his elbows while turning the huge

steering wheel without endangering the riding mechanic's ribs. The belly pan beneath the car was also shown.



The car that made designer Giuseppe Merosi, his 1923 GPR. The initials stood for Grand Prix Romeo, after Nicola Romeo, the engineer that took over ALFA in 1915, and soon brought about the corporate name change to Alfa Romeo. The name of the GPR race car was also later changed to the P1. The P1 was an early attempt to better the contemporary and all-dominating Fiat racer, but a test of the car only succeeded in killing driver Ugo Sivocci, seen here at the wheel before he met his fate.

exposed valve mechanism, with the camshafts supported in a cast-up assembly that also carried the adjustable valve tappets.

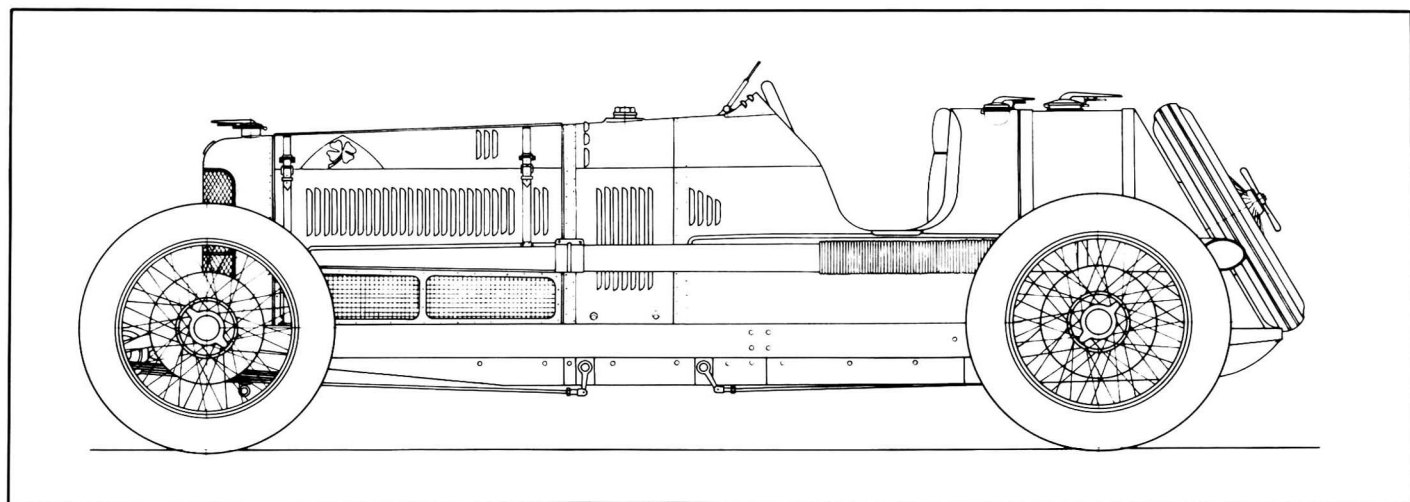
By its own standards, Alfa Romeo had achieved a remarkable increase in engine efficiency with the new dohc 4.5 liter. Its 1913 engine had produced 73 hp from 6.0 liters; its 1914 dohc Grand Prix engine created 88 hp from 4.5 liters, putting it at the same

level of horsepower per liter as the 1912 Peugeot. Top speed of the 1914 Grand Prix racer was 145 km/h (90 mph).

By 1921, Alfa Romeo was challenging the likes of Rolls-Royce in the luxury-car arena. Alfa Romeo's G1 of 1921 was not a success but did signal the firm's high level of ambition. The G1 was based on a six-cylinder, 6.3 liter flathead engine with seven main bearings for engine longevity. It rode on a 134 in. wheelbase that must have provided a magnificent ride for its day. The oldest Alfa Romeo currently in private hands is a racing G1 owned by Ross Flewell-Smith in Australia.

In 1923, Giuseppe Merosi developed his masterpiece, the six-cylinder, 3.0 and 3.2 liter engine that powered the RL Series of Alfa Romeo sports and race models. The 3.0 liter RL engine produced 56 hp at 3200 rpm when introduced. The RL Targa Florio model also made its debut with a seven-main-bearing crankshaft that helped create 125 hp at 3800 rpm. The RL Series were large, imposing cars with sturdy and reliable engines and plenty of passenger room. In their three years of manufacture, the RL and Targa Florio racers swept the Italian competition from hillclimbs to the name-sake Targa Florio races of 1923 and 1924 to the Italian Touring Car Grands Prix of 1923 and 1924.

In 1923, Alfa Romeo built the first of its 2.0 liter, six-cylinder P1 Grand Prix race cars, to be followed in 1924 by the 2.0 liter, eight-cylinder, dohc P2 racer. In the hands of Alberto Ascari, Giuseppe Campari, Enzo Ferrari and others, the P1 and P2 established Alfa Romeo as a force to be reckoned with in the racing world. At the 1924 Italian Grand Prix at Monza, P2s swept the first three places, and their race record continued



This later drawing for the Alfa Romeo P2 was a study in verticals—note how upright the driver had to sit! Drivers who filled that seat and brought the P2 to some of its greatest wins included Alberto Ascari, Giuseppe Campari, Achille Varzi and Tazio Nuvolari. With a

straight eight-cylinder engine of 1987 cc and 156 hp beneath the hood, the car was still winning races as late as 1930—some seven years after production officially ended.



The car that made designer Vittorio Jano, his 1925 P2, which also earned Alfa Romeo a wreath around its emblem. This 2.0 liter supercharged car absolutely

dominated the race courses for years. Top speeds were quoted as high as 140 mph or 225 km/h.



A 1926 6C1500 Gran Sport fitted with a third headlamp for night races, probably the Mille Miglia. A super-charger had been fitted to the 1487 cc straight six-

cylinder engine, as denoted by the sloped radiator. A spotlight was also fitted next to the driver's window for assistance in spotting turns in the dark.

unabated until 1930, run by Scuderia Ferrari, Alfa Romeo's official racing team based in Modena.

In 1925, construction of the RL exceeded 1,100 cars, the first Alfa Romeo model to reach such production levels, marking it as a great success. And in the same year, the P2 brought Alfa Romeo its first world championship in Grand Prix racing.

Alfa Romeo 1926-1951: The Glory Years

Beginning in 1927 and continuing until 1951, Alfa Romeo embarked on a series of cars that would win over the world both on the racetrack and on the growing network of streets and roads. Designed by Vittorio Jano, the six-cylinder 6C1500 gave way to the 6C1750 in 1929; larger-displacement engines with increased power output would continue with the 6C1900, 6C2300 and 6C2500.

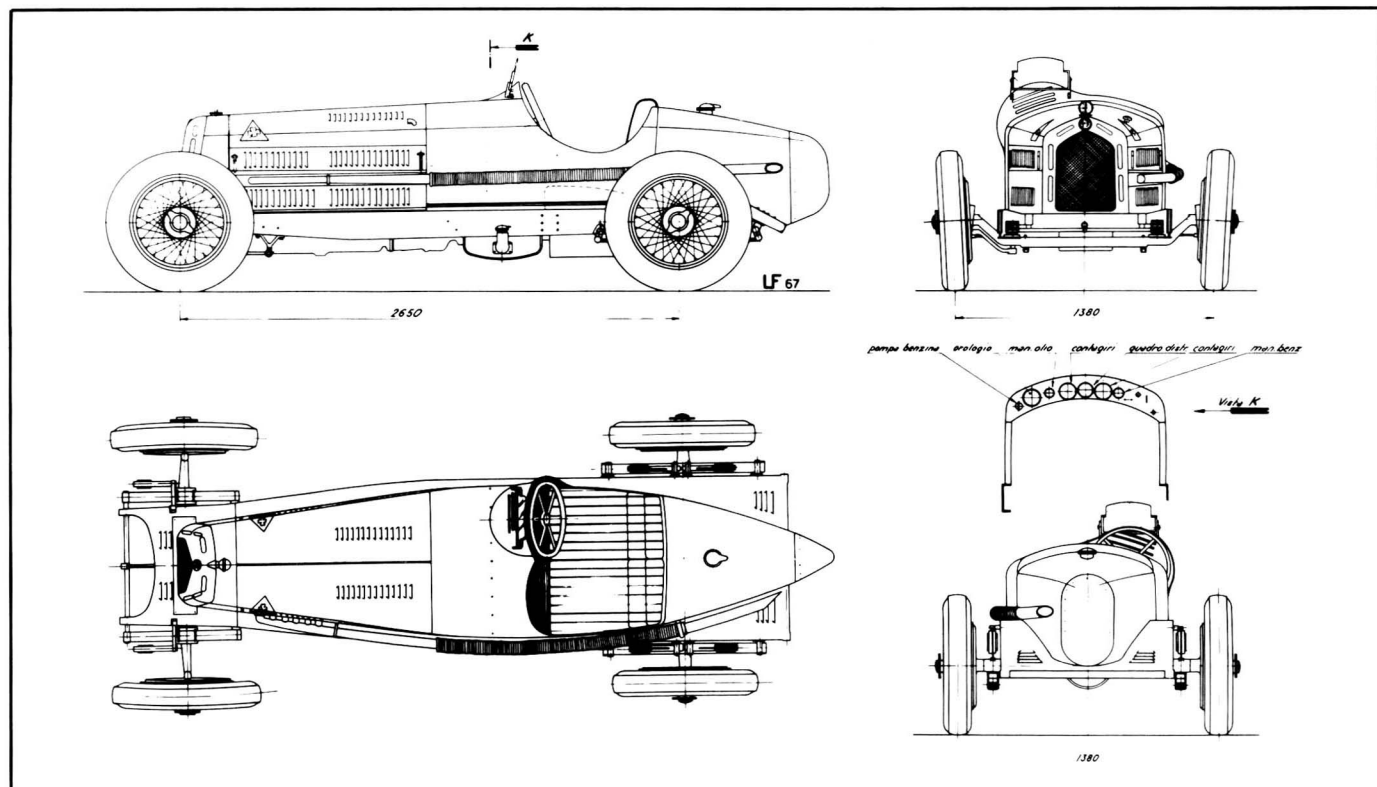
Jano's engines situated the six cylinders inline with initially three stages of tune for the 6C1500 and 6C1750: single-overhead-camshaft and dohc versions, and a supercharged dohc. The supercharged engine carried the blower at the front of the crankshaft and was driven by a geartrain and a tower shaft from the rear of the engine. The cylinder head and engine block were cast of iron.

The 6Cs were offered in two different wheelbases and a number of series comprising different details, such as the supercharger plumbing and gearboxes. Bodystyles ranged from out-and-out racers to proper sedans fitted to the long-wheelbase bodies.

The race record of the 6Cs was illustrious. Wins were marked in races throughout Italy, international Grands Prix, the Mille Miglia in 1928, 1929, 1930, 1932 and 1933, and the twenty-four-hour endurance race at Le Mans in 1931.

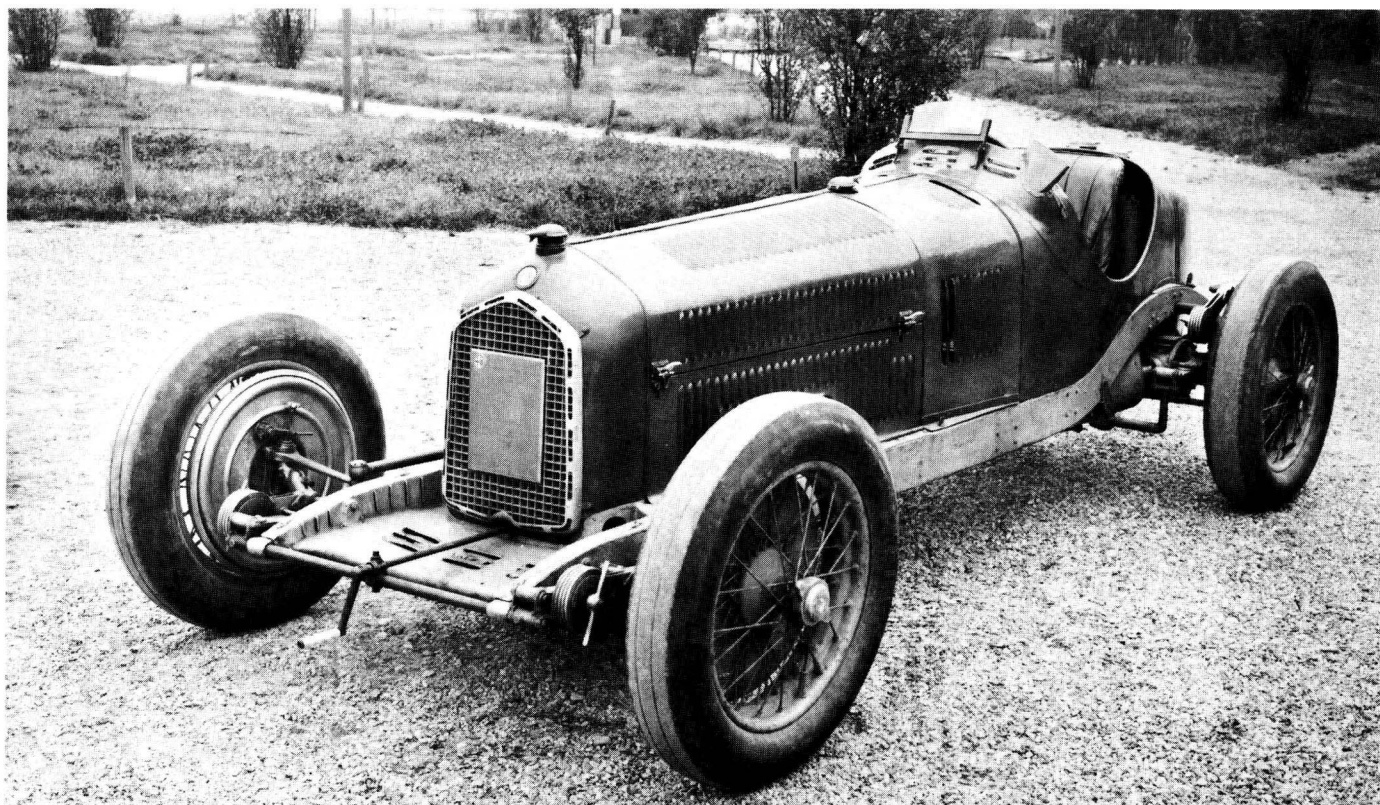
Alongside the 6Cs, Alfa Romeo began development of a series of eight-cylinder engines. Under the spur of fascist dictator Benito Mussolini, Alfa Romeo and Maserati were locked in a technical battle with Germany to produce the more successful race car in order to retain Italy's Grand Prix dominance against the might of the newly arrived German factory teams of Mercedes-Benz and Auto-Union.

The first of the eight-cylinder racers was the 8C2300 Monza based on an inline engine with double overhead camshafts, detachable cylinder heads, wet-sump lubrication and a single supercharger mounted on the right side of the block. The chassis



The 8C2300 Monza represented a half-step between sports car and Grand Prix racer. Its two-seater bodywork would be narrowed for the P3, the first true monocoque Grand Prix car. The 8C2300 engine was a slight modification on the regular production engine, fitted with a racing magneto instead of coil ignition. The slot-

ted shroud around the radiator also appeared on production cars and was even occasionally retrofitted to the 1750 series cars. Two 2.6 liter versions of the engine were produced, one by Alfa Romeo and the other by Enzo Ferrari's Scuderia Ferrari.



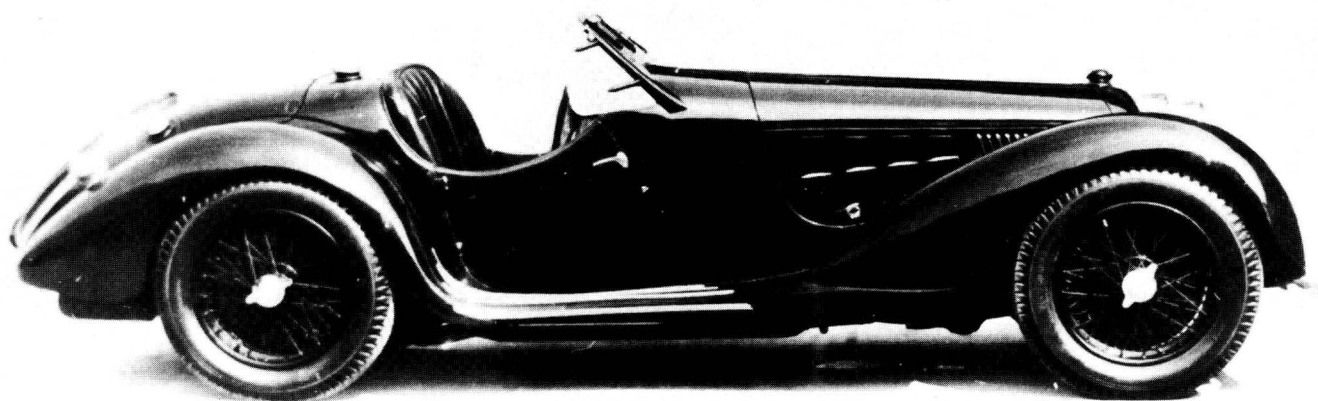
Unbeatable in the early 1930s, the Type B P3 was based on a straight eight-cylinder engine of 2653 cc that created 215 hp with twin superchargers and the unique rear-drive system that equalized torque reaction on

acceleration between the two driving wheels. The engine from this car would make its way into the sporting 8C2900 A and 8C2900 B cars, as well as the Type C Grand Prix racer.

rode on solid front and rear axles, and the car was capable of a top speed of 210 km/h (130 mph).

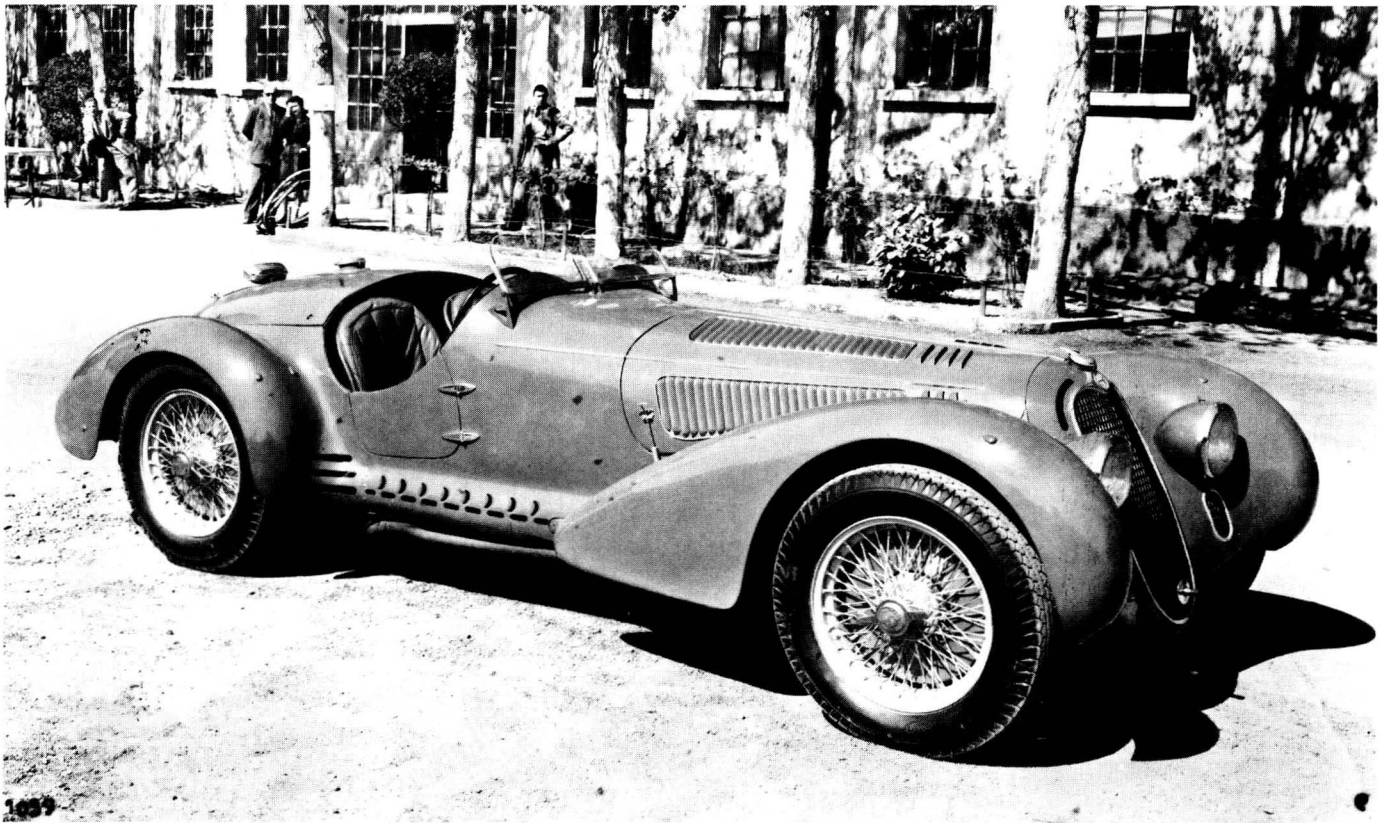
The 8C2300 was a fabulous car in specification, though somewhat less successful to drive. Its chassis was virtually the same as the six-cylinder

car that preceded it, and the increased power of the eight stressed the frame rails something beyond their limits. To cope with the power of the engine, Alfa Romeo fitted large brakes, which, when applied, were sufficiently powerful to bend



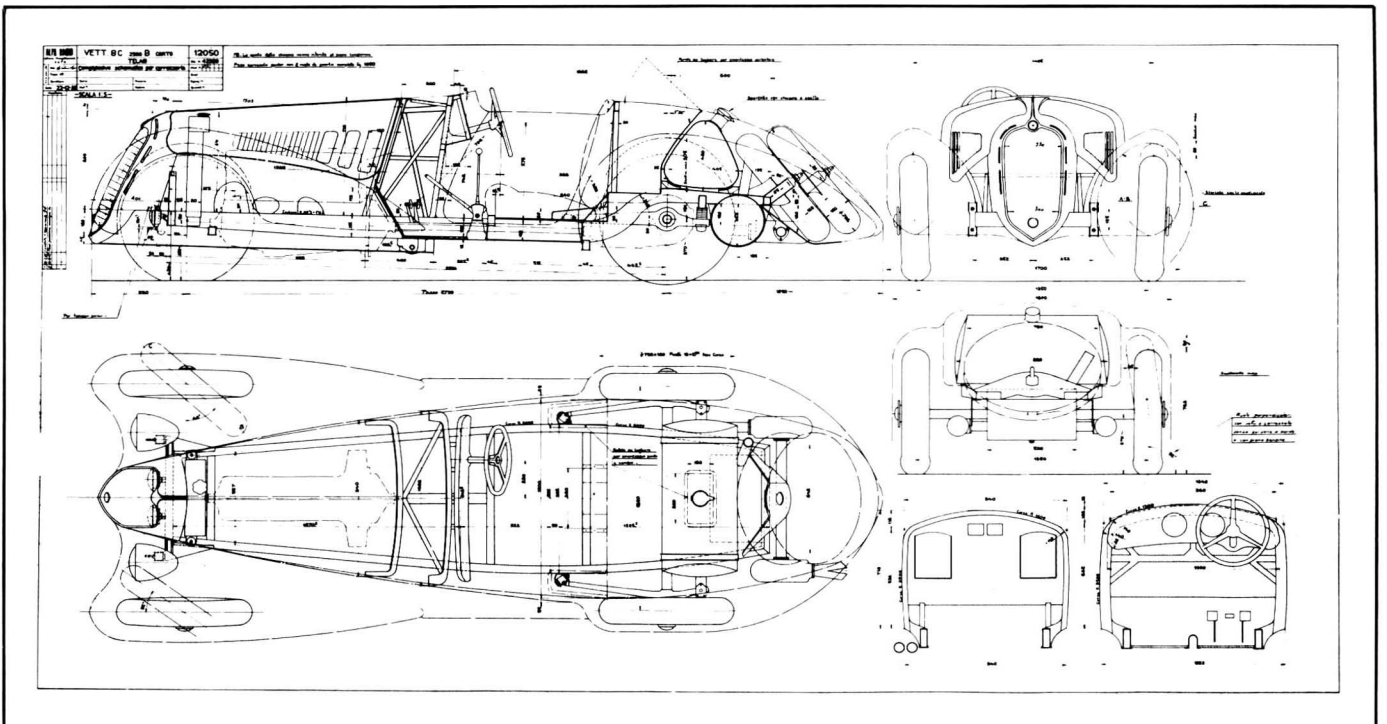
The four-wheel independent suspension of the Type C was combined with the 2.9 liter engine of the Type B to create the 8C2900 A, a two-seat sports car intended originally as a factory racer. In the end, however, only six

were produced. The car evolved into the 8C2900 B, an Alfa Romeo "regular production" car of some thirty-five examples, constructed in 1937.



One of the most beautiful Alfa Romeos ever, a Touring-bodied 8C2900 B. With the 2905 cc engine producing 180

hp at 5000 rpm from a supercharger, these cars could top 115 mph or 185 km/h.



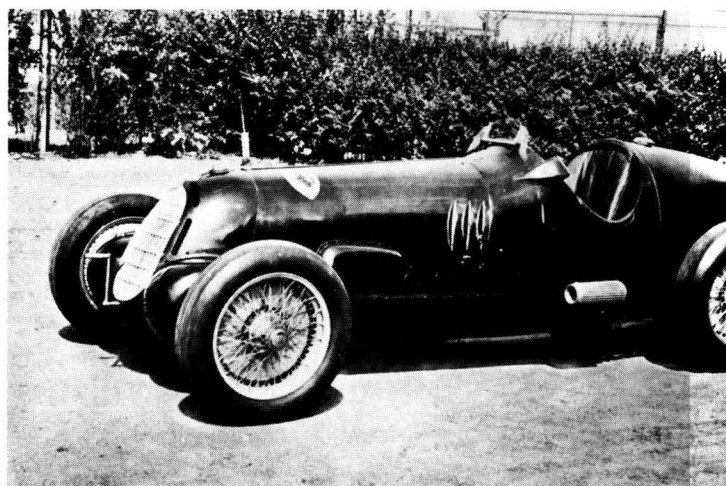
This engineering drawing of the 8C2900 B sports car displayed numerous interesting details, including the dual spare wheels and the separate oil and gas tanks at

the rear. From above, it was clear that the front section of the body was streamlined for good aerodynamics.

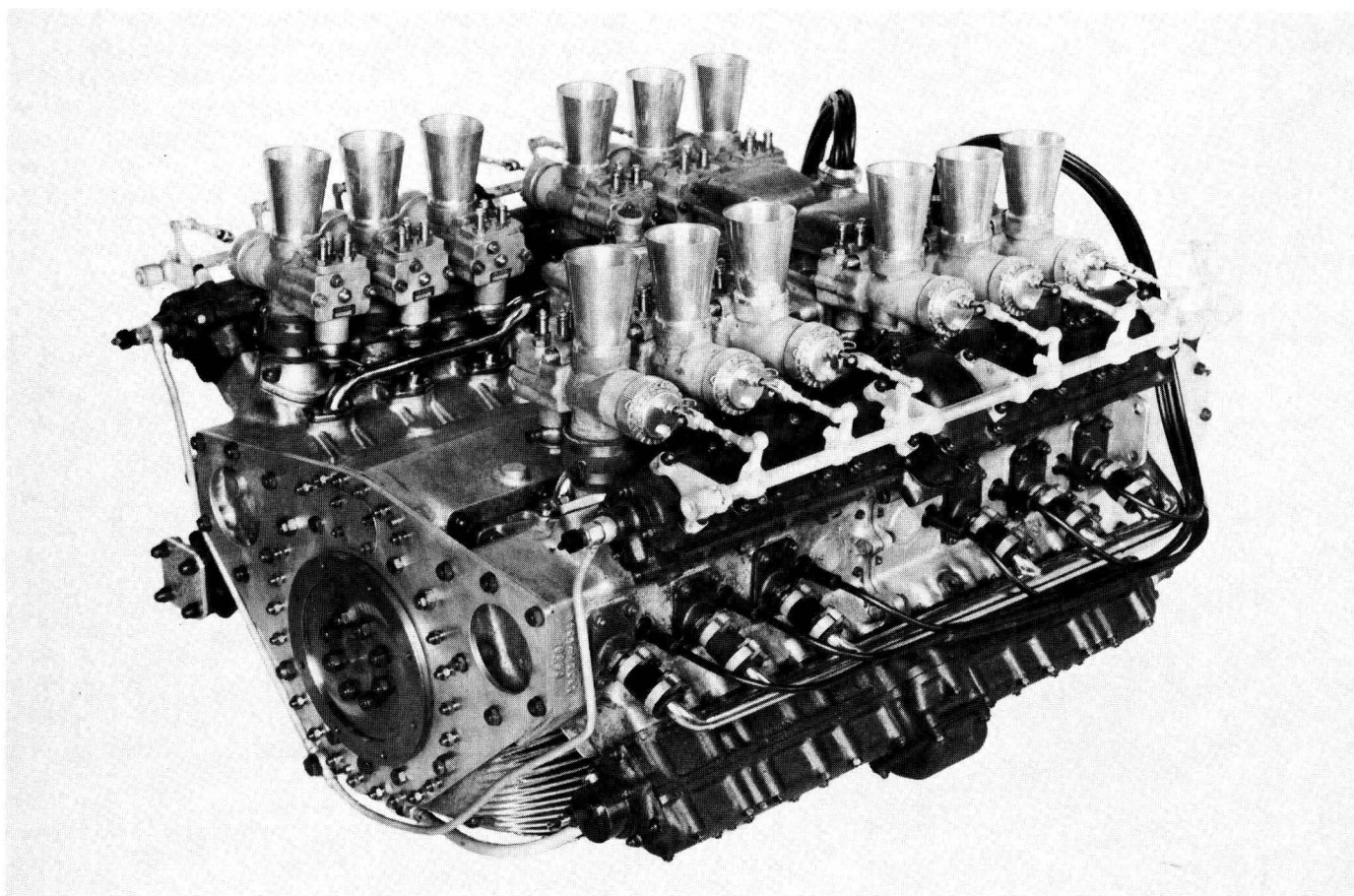
the front of the frame rails slightly. Since the brakes were mechanically operated, the bending of the frame rails tended to release the brakes, relieving torque and straightening the frame rails, which, in turn, reapplied the brakes. The resulting chassis oscillation could be stopped only by releasing the brakes entirely.

The rear suspension was by transverse leaf, while the front suspension used canted A-arms and a shock and coil-spring assembly. Short- and long-chassis models were offered in both coupe and convertible designs. A few spiders constructed by Carrozzeria Touring were produced, and these cars are perhaps the most desirable Alfa Romeos of all.

The 8C2300 chassis was available in both long and short versions and three series, identified by the second digit of the serial number. The short chassis usually carried lightweight bodywork by Zagato or Touring and was used extensively—and successfully—for racing. Some four-place con-

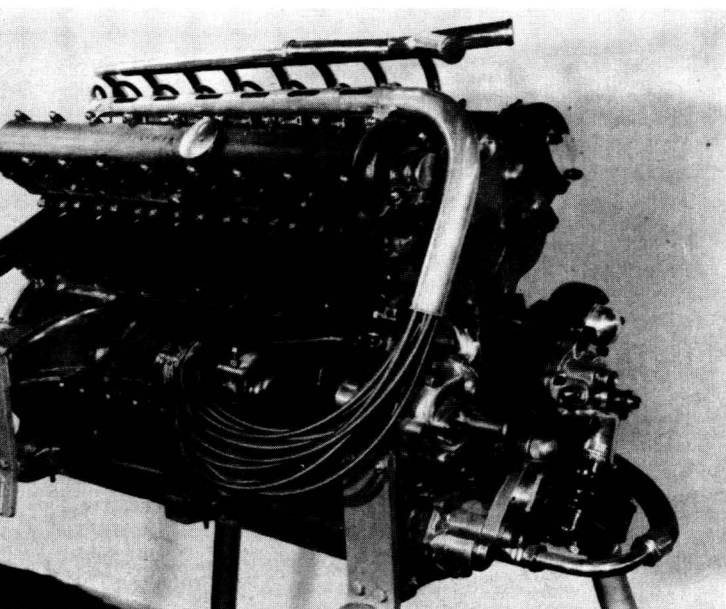


In the late 1930s, Alfa Romeo tried to remain competitive with a twelve-cylinder engine, which appeared in high- and low-chassis cars, both with four-wheel independent suspension. This 1936 high-chassis car carried a 4.0 liter engine developing 370 hp, not nearly enough to stay up with the Germans.



This photograph from the Alfa Romeo archives was identified as a 1935/36 12C engine. It was most certainly not the 60 deg. V-12 that powered the Grand Prix car of those years. Instead, it appeared to be a prototype of the 1.5 liter 1940 Type 512 engine that would be placed

mid-ships, in the style of the GP Auto Unions. The down-draft Dell'Orto carburetors were clearly prototypes, as the 512 used two-stage supercharging through a gigantic triple-throat Weber carburetor.



An early Type 158 dohc straight eight-cylinder engine from 1938 with the front accessory drive for the water pump and two oil pumps for pressure and scavenge. The 1.5 liter engine gave 195 hp using a single-stage supercharger.

vertibles were offered by bodybuilders such as Castagna, Figoni and Graber.

Prior to the entrance of the German teams in 1934, Alfa Romeo was virtually unbeatable on the racetrack. It had developed its racing engines from

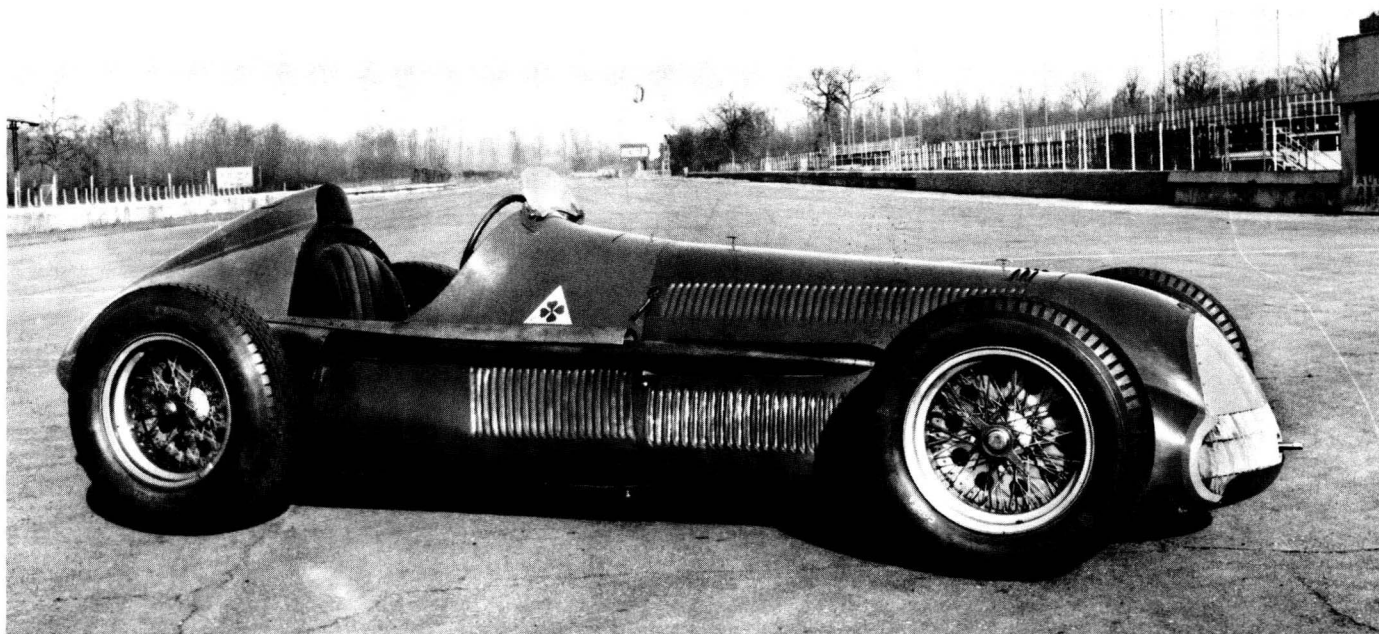
its regular passenger-car engines. In 1935, this development had led to a dohc straight-eight racing engine displacing 2.9 liters and producing 255 hp at 5400 rpm with the aid of two superchargers, one for each set of four cylinders.

With the entrance of the German teams in Grand Prix racing, Alfa Romeo found itself with some thirty-five racing engines that were suddenly obsolete. According to one account, the mechanics simply detuned these engines slightly and put them in passenger cars, offered to the public as the 8C2900 B.

The technical specifications of the 8C2900 B are dazzling even today. In addition to twin superchargers, the engine featured monobloc construction in aluminum alloy; the cylinder head was cast integral with the block so there was no head gasket. A train of gears running up the middle of the engine was responsible for driving the camshafts and all accessories, including the two superchargers and two oil pumps as the engine used dry-sump lubrication. The four-speed transmission of the 8C2900 B was carried at the rear in unit with a differential that drove halfshafts located by trailing arms.

The 8C2900 B was at once the most exotic passenger car ever offered to the public and the pinnacle of Alfa Romeo production. Moreover, it was the prewar car that carried the seeds from which the highest-performance postwar designs would grow.

Meanwhile, the ongoing war with the German factory teams sparked Alfa Romeo to develop the 12C-36 in 1936 and the 12C-37 in 1937. Both race



The Type 158 Alfetta was developing only 275 hp from its 1479 cc eight-cylinder engine when it posed for this 1947 photograph. By 1950, the 158 would come into its own

with 360 hp, and beat the world. The large radiator grille and single exhaust pipe were the Alfetta's trademarks.