

Alfa Romeo
Affetta

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**

Alfetta
Born of a proud past...
bred for new triumphs



**True descendant of the most successful racing car
of its time, the new Alfa Romeo Alfetta offers the state-of-the-art in handling,
performance, comfort, safety and economy.**

**No other production car in the world matches its technical features.
We invite you to discover in these pages why the Alfetta brings you and your family
today's standard in automotive excellence.**





The future takes shape here

You might justly call the Alfetta « the totally tuned car ». Engine, exhaust, suspension, even the seats are tuned for efficiency and performance. For superior stability and economy, Alfa Romeo also « tuned » 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 Alfetta'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 0.42 coefficient of drag (wind resistance) which Alfa engineers achieved with this sophisticated design. Together with the 50-50 weight distribution and advanced suspension, the Alfetta's wedge shape contributes to rock-like stability even at the highest speeds. In equally practical terms, the engine labors less to reach given speeds, which spells fuel economy and longer engine life.

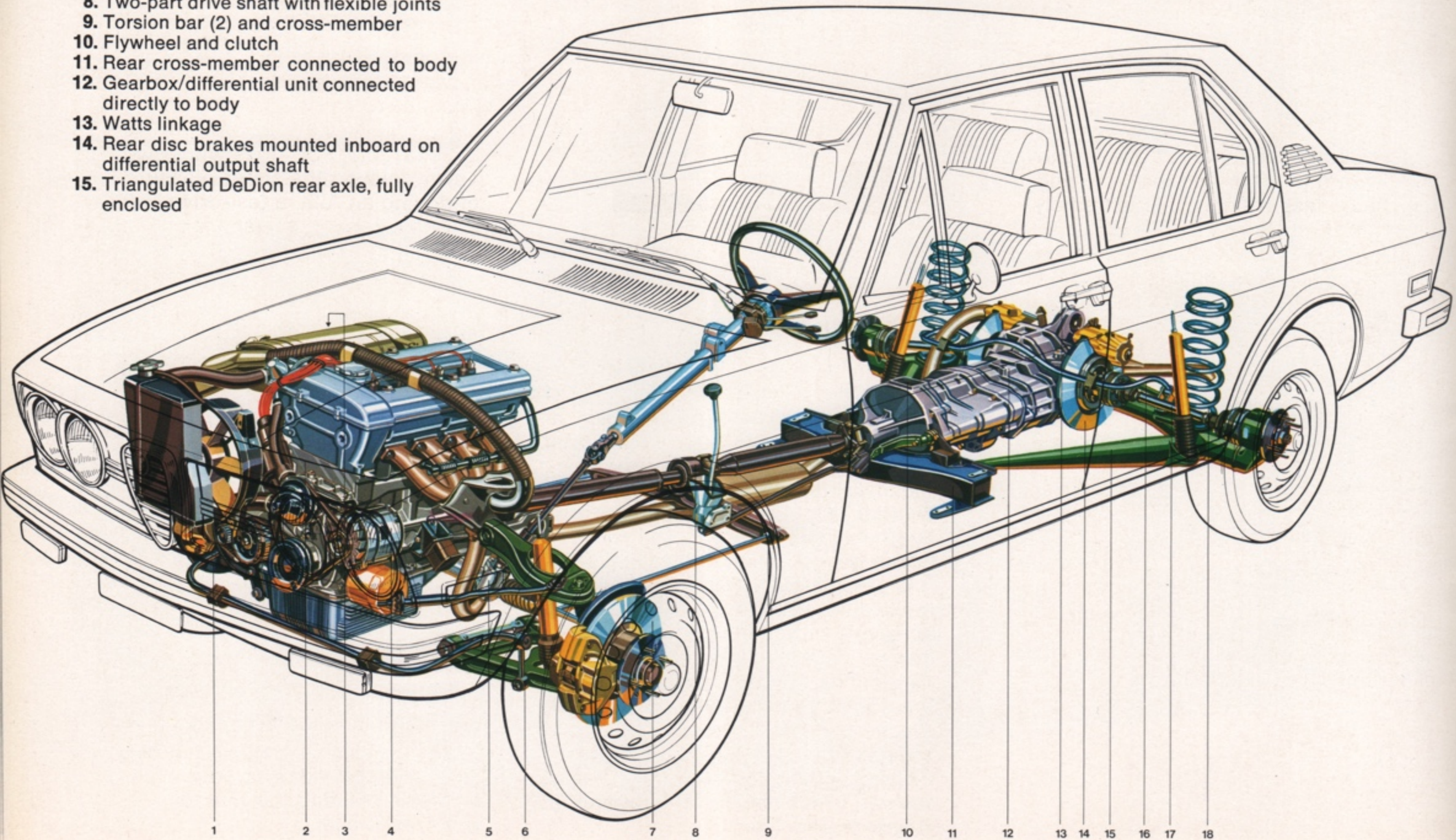


Only 14.3 feet long, with a clean line extending back and up, the Alfetta penetrates air like an arrow. An arrow pointing the way for tomorrow's cars.

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

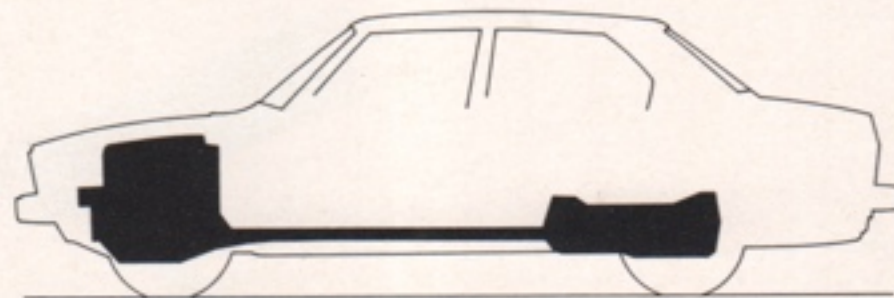
16. Rear stabilizer bar
17. Half shafts with two constant-velocity joints and tapered ends
18. Coil springs

Below the beauty: Alfetta's pedigree



Here you see the invisible reasons for the Alfetta'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, which 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 extremely refined 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



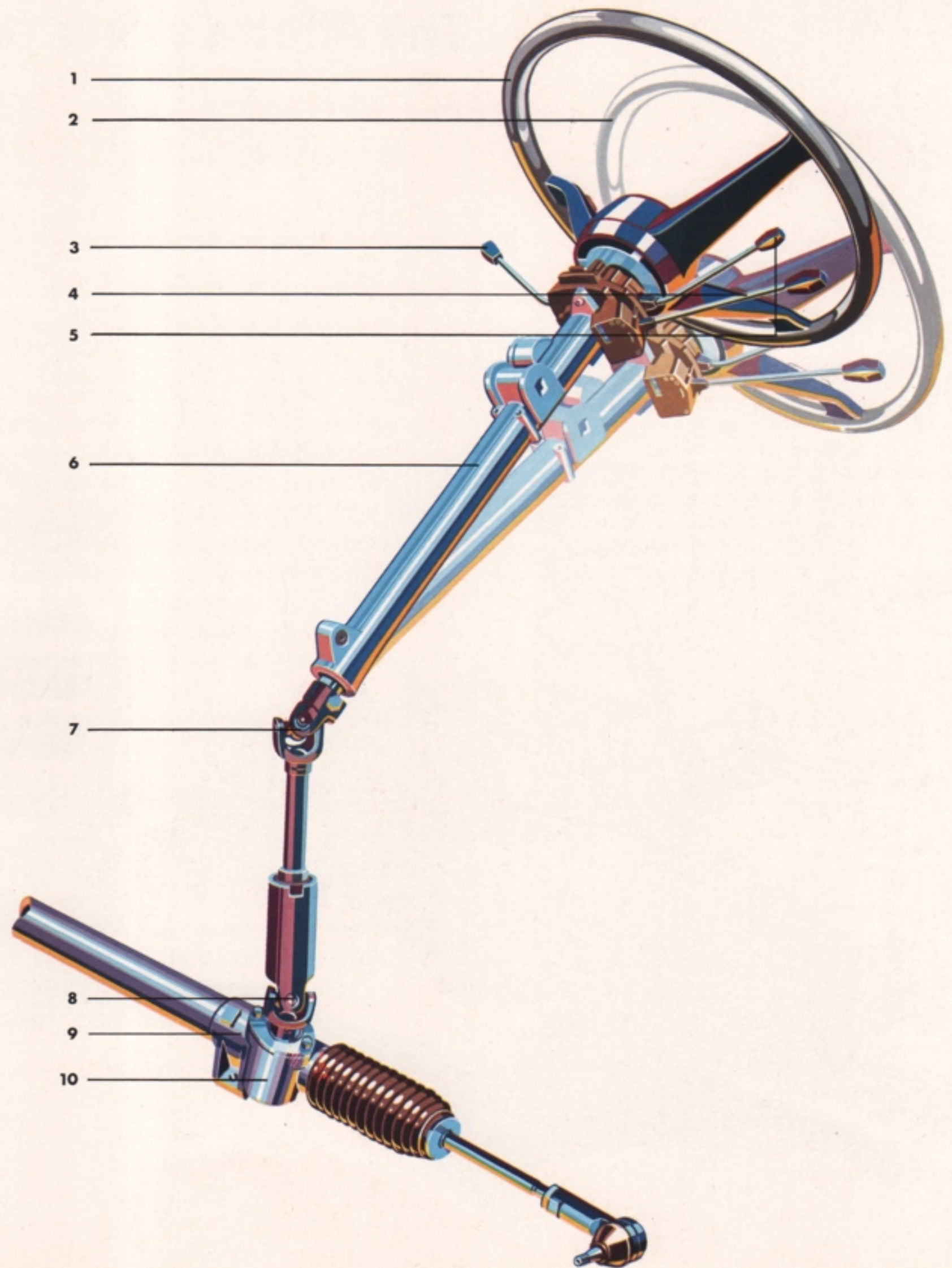
Until the advent of the Alfetta, compromises in the engineering of weight distribution of production cars were a necessary evil. In racing cars, where cost is no problem, precisely balanced distribution of weight is routine. But it's another matter entirely to design and build cars for series production with effective weight distribution. Now, in a major engineering advance, Alfa Romeo translates racing practice into the first exactly balanced modern car. Moving the gearbox, clutch and flywheel to the rear axle is the elegantly simple but costly solution adopted for the Alfetta. As in the all-conquering original Alfetta, this assures more efficient transmission of power to the drive wheels and also, working 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 Alfetta'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 Alfetta will be a revelation.

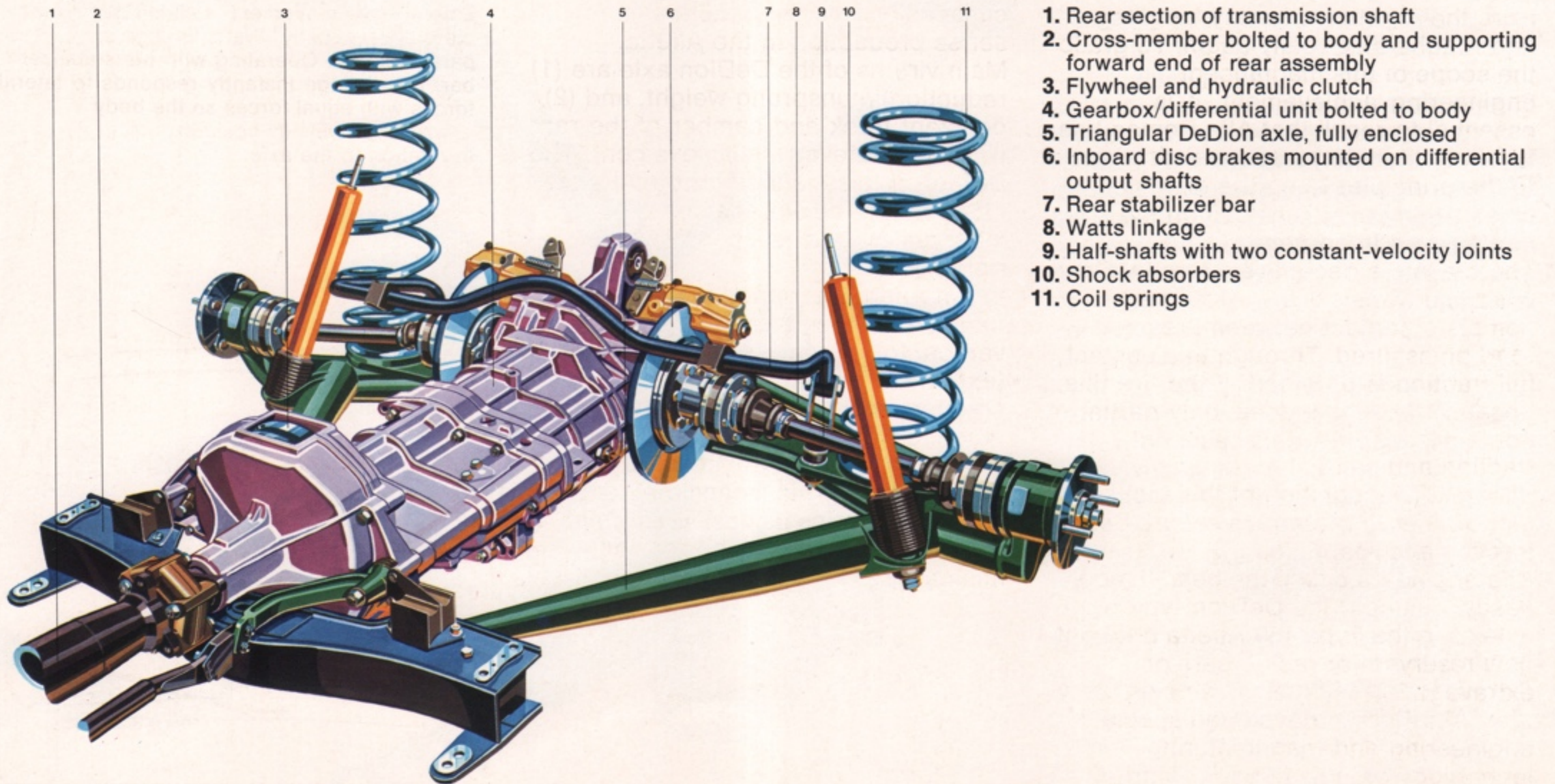
carried on springs, instead of loading the wheels with extra, unsprung weight).

Up front in the Alfa Romeo, this goal controlled the design. By relocating clutch and gearbox to the rear axle, the front suspension's jobs was automatically made easier. The Alfa Romeo's front wheels are independently suspended on wishbones. Springing is supplied by long torsion bars instead of coil springs. Extending half-way back along the chassis, they are anchored to a single cross member and absorb front suspension stresses without transmitting them to the chassis. Side-to-side motions, or roll, are controlled by a stabilizer bar. The result is tenacious roadholding on all road surfaces. In addition, the lighter weight of the front end, plus new high-precision rack-and-pinion steering, gives you exact control, easier steering and parking.



1. Padded steering wheel with padded spokes
2. Wheel rake range (3.2 in.)
3. Two-speed wiper lever
4. Headlight and flasher lever
5. Turn signal lever
6. Two-piece column
7. Universal joint
8. Rubber joint
9. Rack
10. Pinion

The Alfetta's rear end. Far in front of the field



Here the Alfetta's uncanny handling and roadholding really begin. To grasp the scope of this magnificent engineering achievement, it is essential to recall that Alfa Romeo has for more than 60 years held steadfast to the principle: Keep the driving wheels vertical to the road on the straight and in corners.

The reason is deceptively simple. Only when the wheels are vertical can complete contact between tires and road be assured. Through this contact, full traction is obtained. If the tire tilts, because the wheel does, only partial contact is made. In this case, both traction and safety are adversely affected. (Recognition of this fact has led to wider tire treads to secure better traction and roadholding).

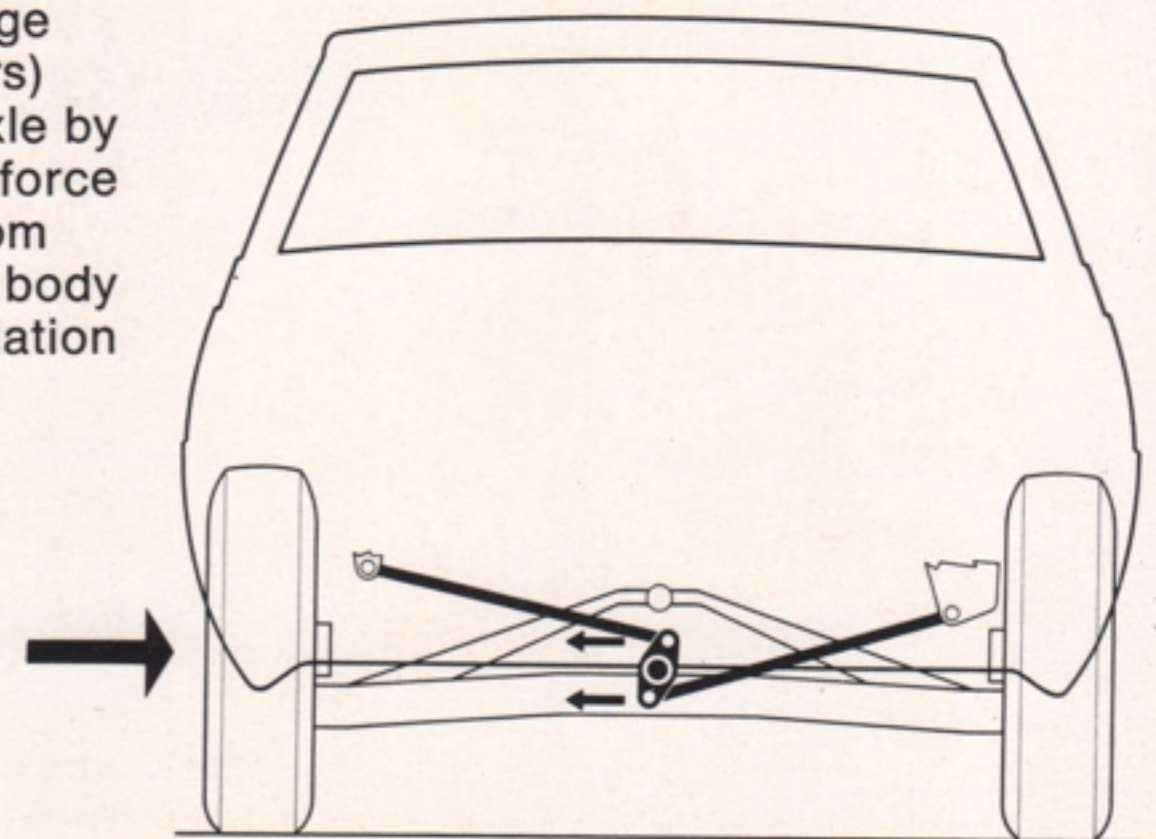
Alfa engineers chose the best, if most costly, solution: the DeDion type of axle as in the Type 159 Alfetta but until now reserved for racing cars or extravagantly expensive vehicles. Only after Alfa Romeo developed special engineering and manufacturing technology did this superior kind of

suspension become practicable for series production in the Alfetta.

Main virtues of the DeDion axle are (1) reduction in unsprung weight, and (2) constant track and camber of the rear wheels, whatever their movement. The DeDion axle as refined for the Alfetta offers all the advantages of independent rear suspension and a rigid, one-piece axle.

In the Alfetta, a triangular DeDion axle carries the wheels and keeps them vertical to the road. A Watts linkage (extremely rare in production cars) counters movement of the rear axle by reacting with equal and opposite force when any stress is transmitted from wheel to axle. This means the car body always maintains its position in relation to the axle. Also, a stabilizer bar minimizes body roll.

Lateral body movement is eliminated by the classic (and costly) Watts linkage or parallelogram. Operating with the stabilizer bar, this linkage instantly responds to lateral forces with equal forces so the body always maintains its position in relation to the axle.



Alfetta comfort is engineered, not styled

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

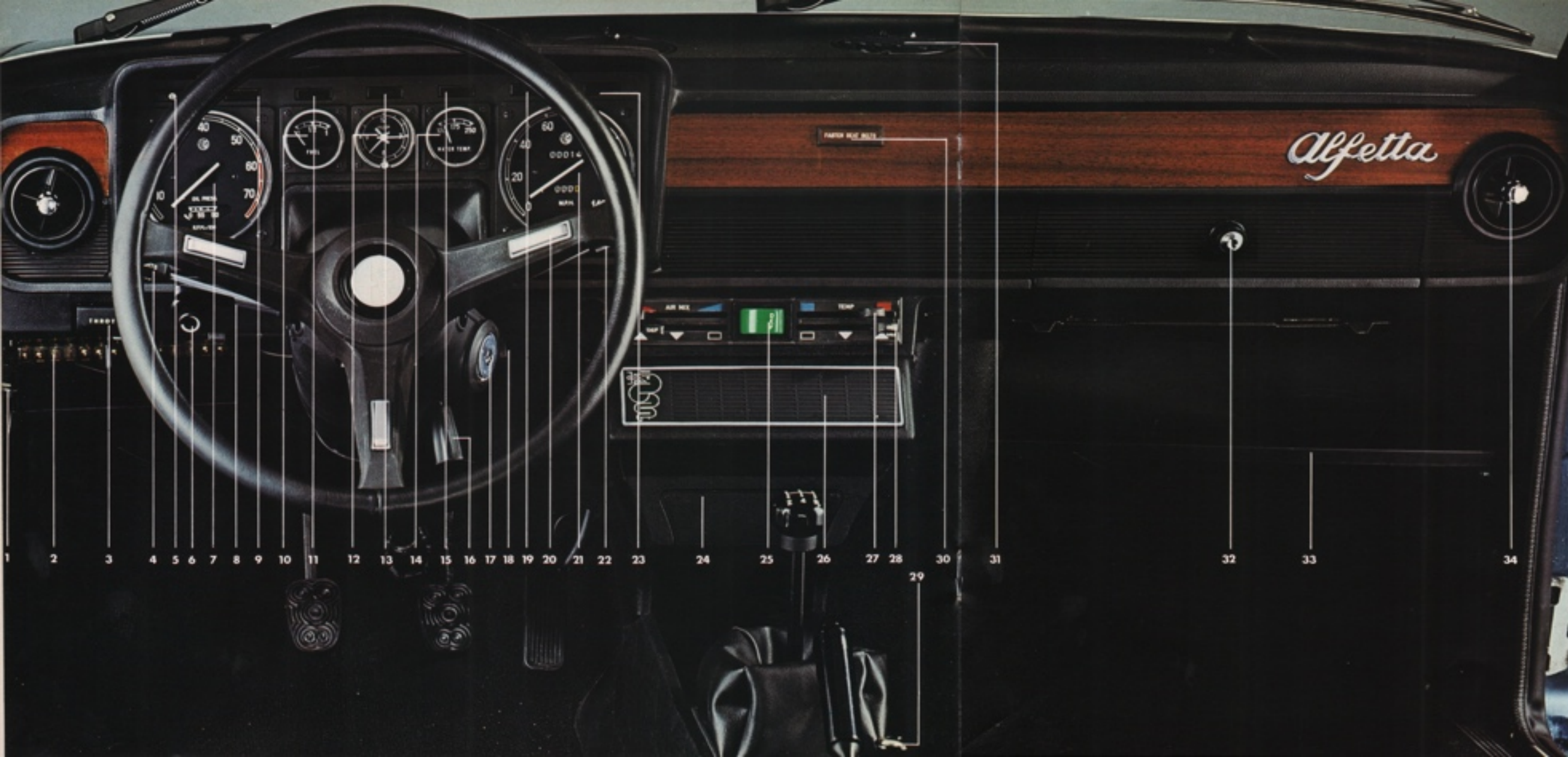
No mere matter of padding and foam rubber, comfort in the Alfetta arises as well from the stability of the chassis even at high speed, from the effective control of sway and roll, from the effortless operation of controls, from scientifically designed yet luxurious seating.

In 1971 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 Alfetta's front bucket seats are fully reclining with adjustable head-rests. Rear arm rest folds into seat back. A new heating and ventilating system offers dual controls for driver and passenger to regulate and direct the air as desired. Air exhausts through slots in the rear door pillars. Optional air conditioning includes tinted glass windows.







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

To Alfa Romeo performance IS safety

Do you want a hard-charging, exciting performance car?

The Alfetta is for you.

Do you want a smooth, sophisticated town car?

The Alfetta is for you.

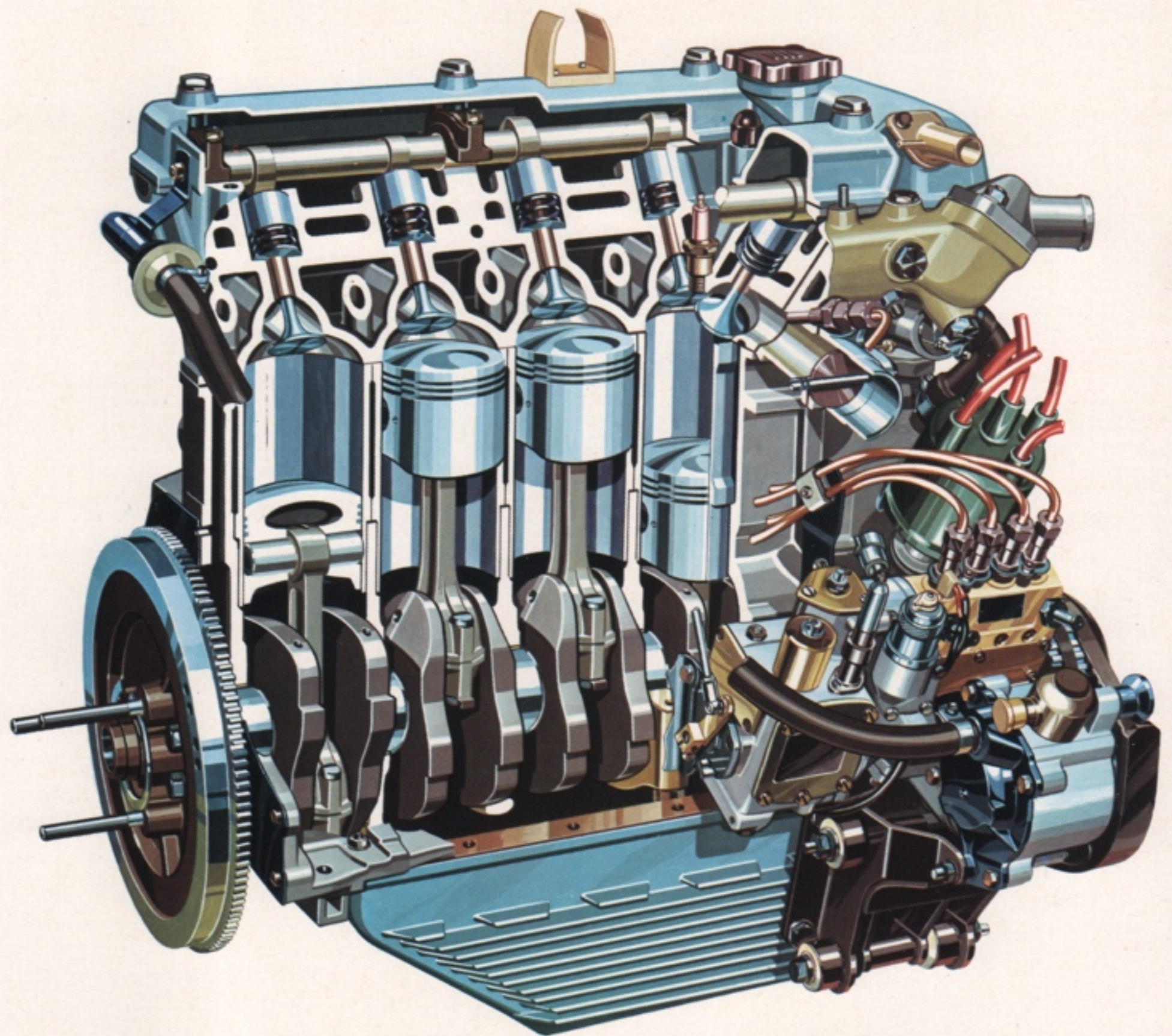
Do you want a remarkably economical car?

Then the Alfetta 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 efficiency, economy, long life – and performance. 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 Alfetta flashing acceleration and a top speed of 109 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 Alfetta, 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%

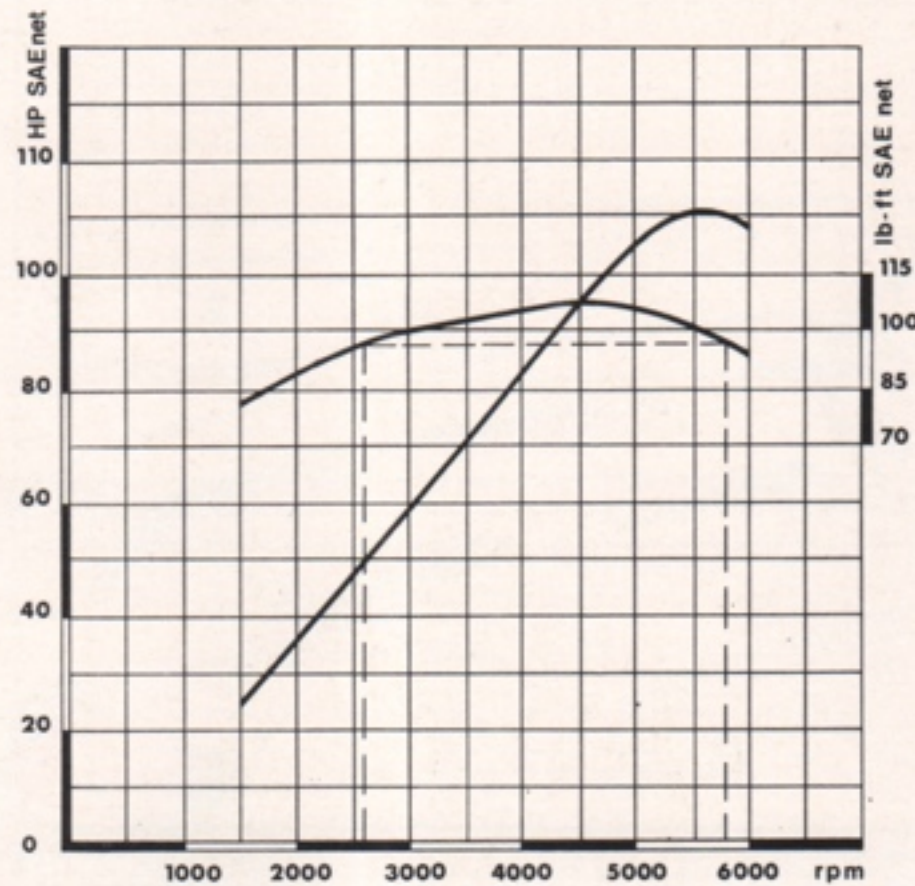
of maximum torque is at your command over a wide range of engine speeds: from 2500 rpm to 5500 rpm.

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.

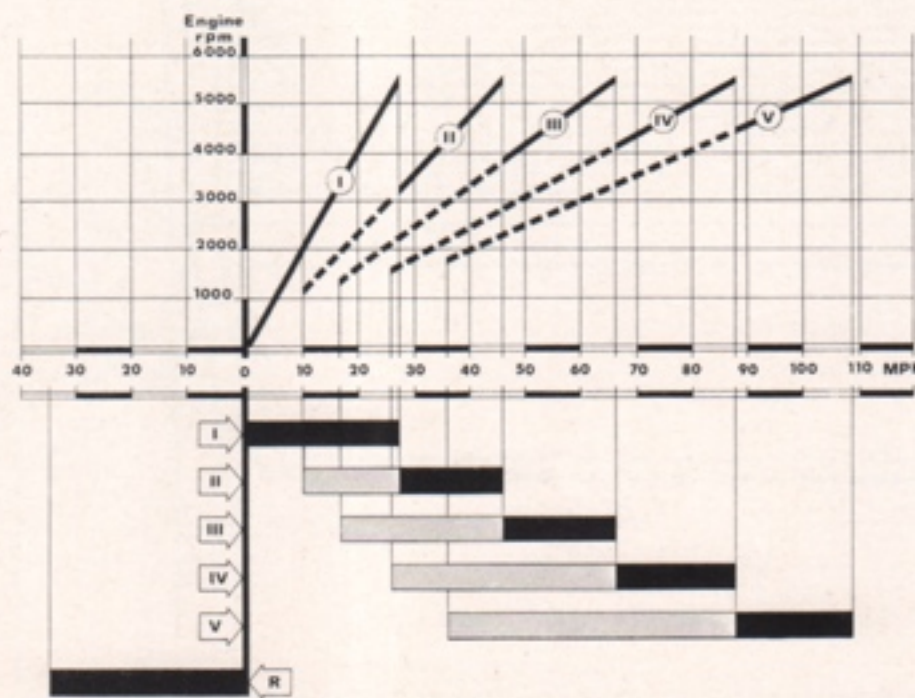
Some key features of this remarkable engine:

- 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 gasflow.
- 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.

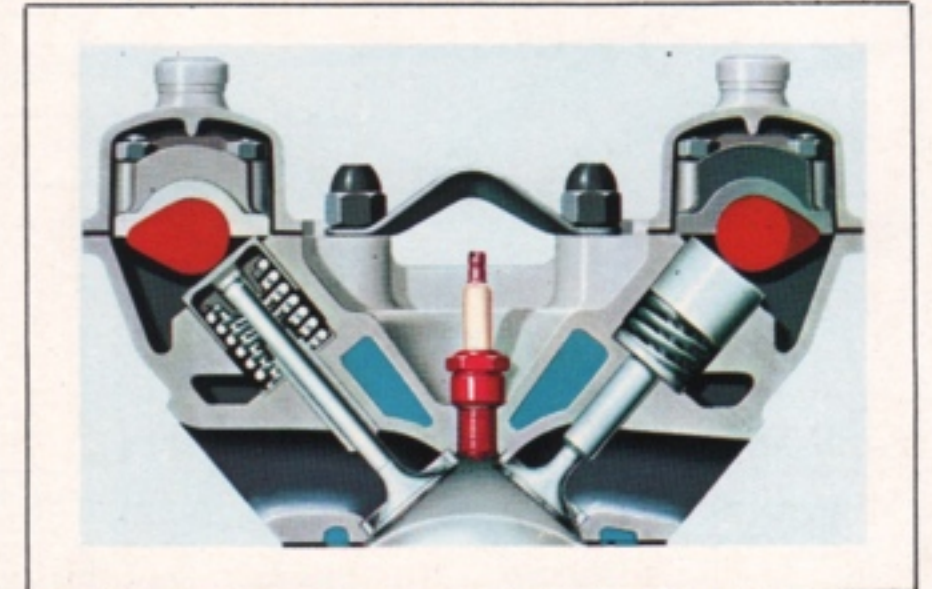
Power to spare where it counts – at the driving wheels – is clearly shown here. Torque vs. horsepower graph reveals power on tap continuously from 2500 rpm to 5500 rpm in any gear. Torque comes on early, stays on right up to high engine rpms with no flat spots. (Chart not applicable to California cars.)



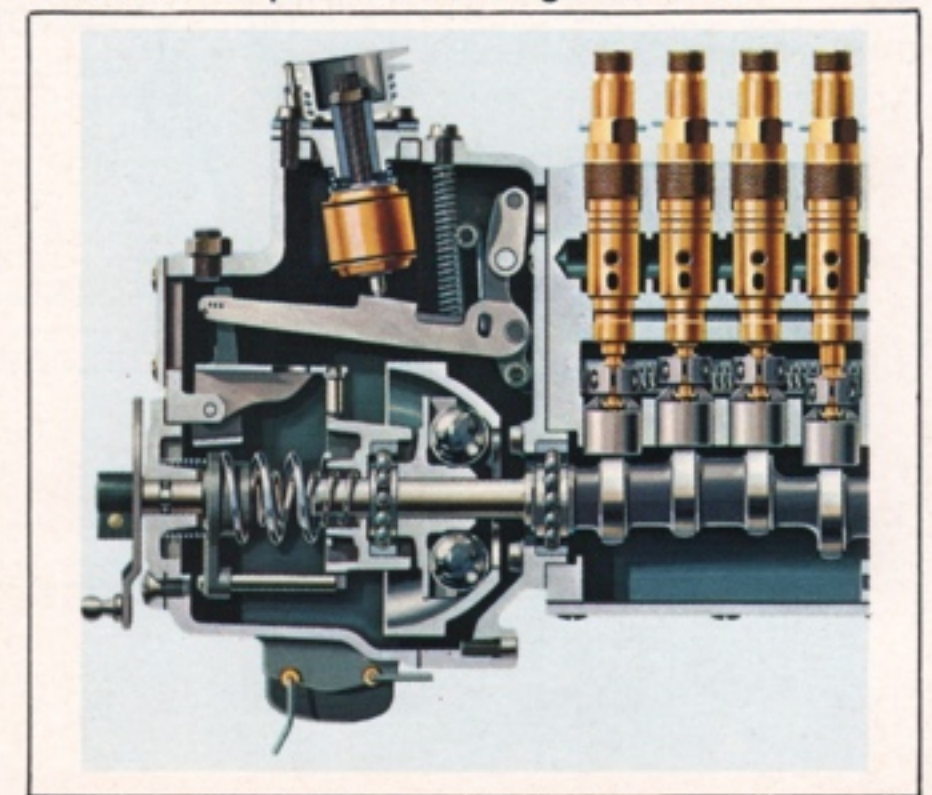
Fuel-saving 5-speed gearbox tunes driving to traffic and terrain. Smooth, precise shifting from one carefully programmed sector of speed range to the next. Chart plots engine rpm and car speed relationship to each gear ratio. Fifth is an overdrive gear for high cruising speeds with fuel-saving lower rpms. For example, on 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.

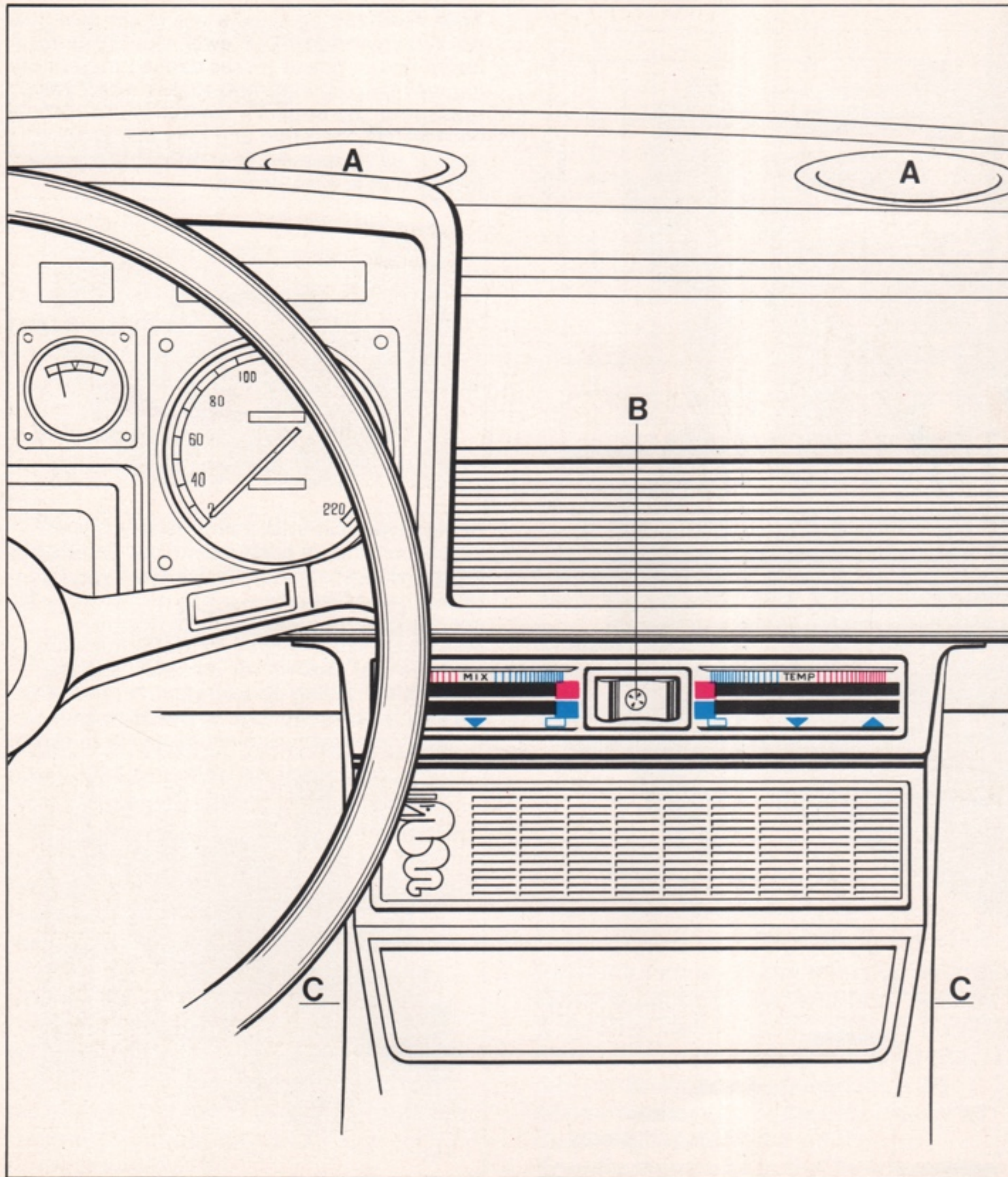


Twin overhead camshafts are chain-driven, run directly on valves. Fewer moving parts; no friction or power losses caused in ordinary engines by pushrods and rocker arms. Key reason for the engine's smooth performance, economical operation and long life. Worth noting: **all** successful Grand Prix cars 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 reduce emissions and save fuel, compensates for ambient temperature changes and cold starts.



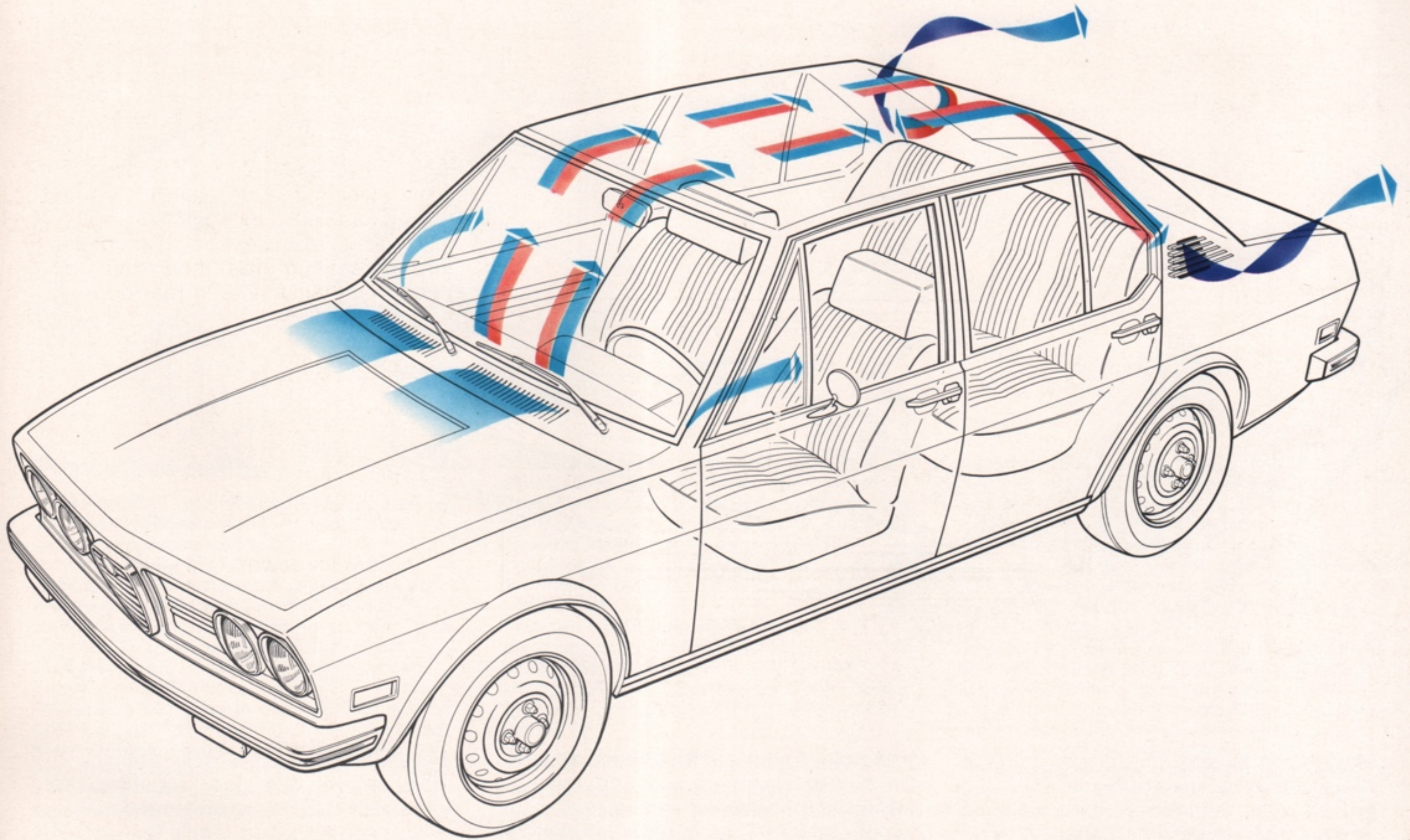


Comfort at your control

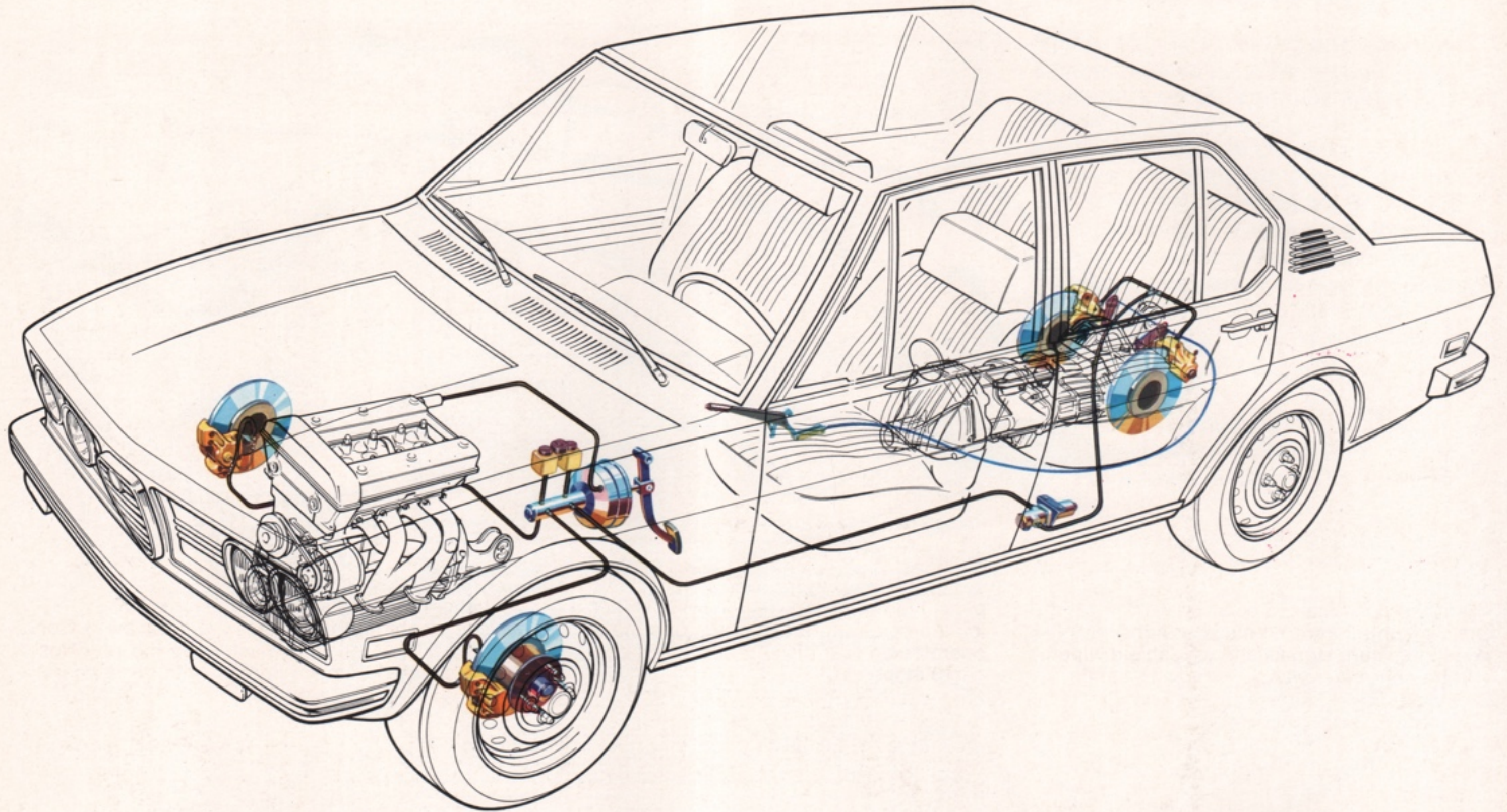
Highly efficient heating and cooling system makes the Alfetta your living room on wheels. You ride relaxed, refreshed thanks to a gentle, continuous flow of conditioned air. Volume and direction are adjustable, with individual controls for driver and front passenger. Fresh air enters through exterior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

- A** Defrosting outlets
- B** Two-speed blower switch
- C** Floor-level outlets

- Heater control (hot to cold)
- Fresh-air control
- Closed
- ▼ Maximum down
- ▲ Maximum up



Safety is always first with Alfa Romeo



Maybe you haven't thought of it, but a racing car must be a **safe** car in critical ways. And Alfa Romeo, virtually alone among major car manufacturers, translates successful racing engineering into production cars. Every Alfa is born on the race track, where safety fast is the controlling

principle. And the Alfetta exemplifies in the highest degree this continuing interchange between racing and production. Like its famous namesake, this road machine is built to go fast, steer fast, hold fast and stop fast. Alfa Romeo's constant guiding concept divides safety into two aspects:

preventive and **protective**. Each complements the other; together they create an advanced automobile in which you and your family feel secure and confident at any speed, on any terrain, in all weathers.

Preventive safety

Driver comfort. Anti-fatigue measures start with the orthopedic-designed seats that adjust for personalized comfort.

Driving controls are all close at hand; headlights, turn signals and windshield wipers can be controlled without removing hands from wheel. Horizontal visibility is 90%; road surface is visible less than 14 feet ahead. Instruments are clustered in non-reflecting surfaces directly ahead of driver.

Steering is fast, precise and effortless due to light front end and rack-and-pinion steering.

Road-holding reaches new levels of tenacity and directional stability in the Alfetta because of its perfect weight distribution, DeDion rear axle and sophisticated suspension features.

Handling is race-car quick – the Alfetta does what you want exactly when you want it. Evasive maneuvers are easily executed – the car stays in shape on hard corners and lane changes.

Braking, critical for traffic and high-speed driving, is via 4-wheel power disc brakes. Developed in racing, Alfa Romeo brakes stop you fast and straight. Dual circuits. Automatic pressure modulator prevents rear wheel lockup on strong braking. Parking brake operates on rear disc brakes, holds on 1-in-3 slope.

Tires are high-speed belted radials for maximum adhesion on all surfaces.

Headlights are designed for high-speed driving, lighting up the road far ahead. Rear lights are large and located for high visibility even in fog.

Protective safety

Passenger compartment is rigid for maximum protection in collision. Safety zones front and rear crush with increasing resistance under impact to protect passenger compartment – pioneered years ago by Alfa Romeo. Steel safety beam strengthens doors. **Two-section steering column** deflects away from driver on forward impact. Padded

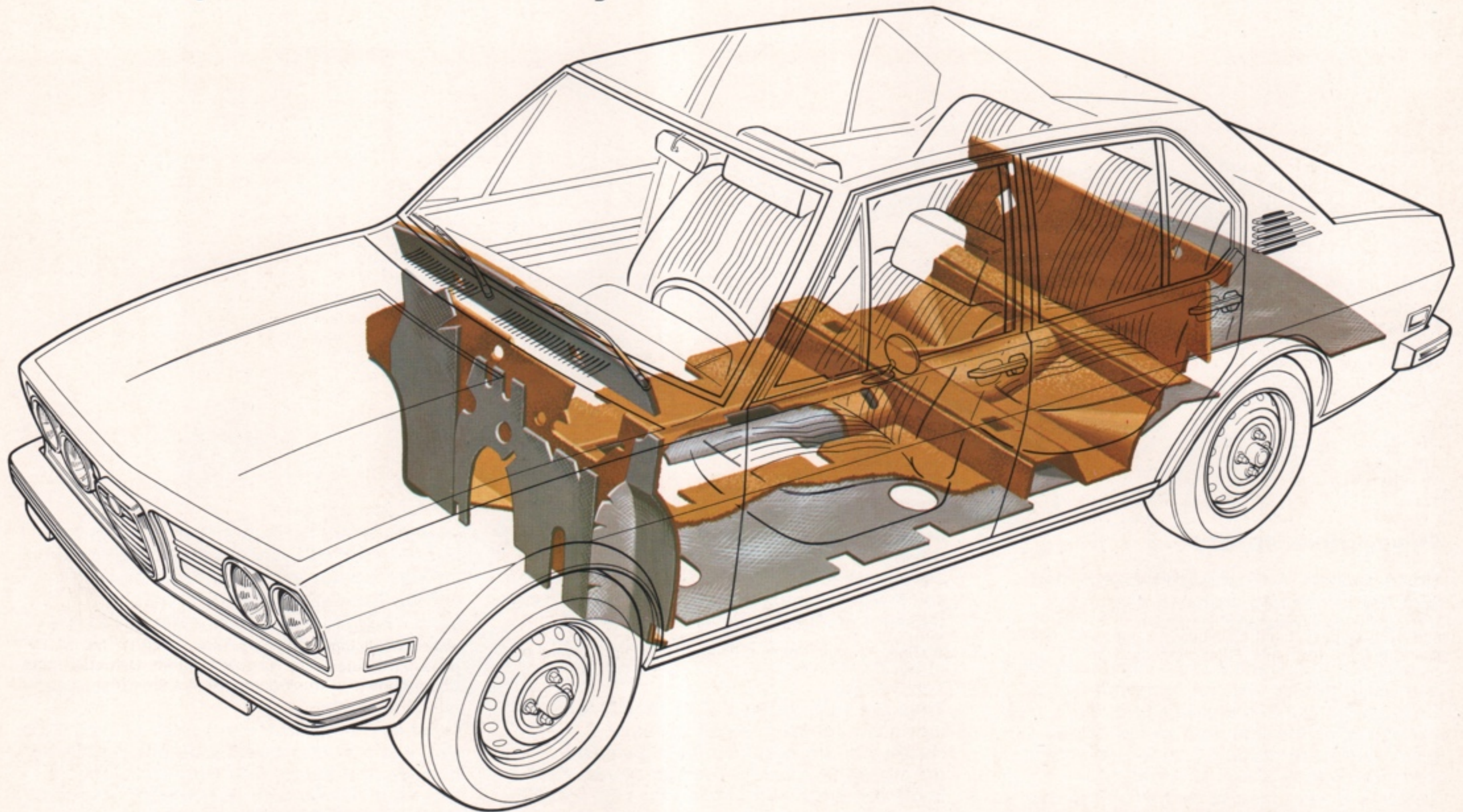
steering wheel is deep-dished; spokes are also padded with energy-absorbing material. **Padded interior** surfaces absorb impact energy. Dash is covered with soft, flame-retardant absorptive material, as are sun visors and door panels. Rear-view mirror falls away on light impact. Even the roof ribs are located to avoid contact with passengers' heads.

Front-seat protective head-rests. Combination seat and shoulder safety belts with pushbutton buckles. Childproof rear door locks. Safety arm rests. Low profile or soft control knobs. High-strength front seat anchorages; high-strength rear seat retention.

Permanently bonded windshield, eliminating conventional rubber gasket and preventing « pop-out » on collision.

Protected fuel tank located ahead of trunk compartment and over rear wheels. Sealed tank cap. Flame-arresting battery vent caps. Sealed radiator. Rear-opening hood. Impact-resistant (5 mph) bumpers front and rear

Not all sports cars are noisy



A quiet sports car? Alfa Romeo took special pains to make the Alfetta as noise-free as possible. You and your family ride in quiet comfort. This means 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 Alfetta's passenger compartment with flame-retardant insulating material. They even succeeded in sealing off the several connections (brake, 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.**

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: 109 mph. Standing 1/4 mile: 18 sec.

Fuel system. Alfa Romeo Spica mechanical fuel injection, direct-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 4 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 (RON) octane fuel. Leaded or nonleaded fuel may be used. 1975 EPA mileage results: 25 mpg on highway, 19 mpg in city traffic for 49-state version.

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

Lubrication. Geared oil pump. Quick-change spin-on filter with by-pass. Light aluminum oil sump with cooling fins. Capacity: 10.6 pints. Filter capacity: 1 pt.

Coolant system. Sealed system with liquid coolant containing 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 synchronizing 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, antiaeration hydraulic shock absorbers.

Rear suspension. DeDion triangulated. Axle location by Watts link system. Stabilizer bar. Coil springs. Hydraulic telescoping shock absorbers.

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

Steering. Rack and pinion. Padded, safety-grip wheel on

two-section column adjustable for rake within 3.2" range. Column sections connected by two universal joints and one rubber joint. Steering box behind axle. Turning circle: 32.8 ft.

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. Swept area of rear brakes: 156.6 sq. in. Brake diameter: front, 10.27 in.; rear, 9.8 in. Parking brake operates on rear disc brake.

Tires. Belted radial tires, 165 SR 14. Wheel rims: 5 1/2 J x 14.

Dimensions.

Wheelbase: 98.8 in.

Overall length: 172.4 in.

Width: 63.7 in.

Height: 56.3 in.

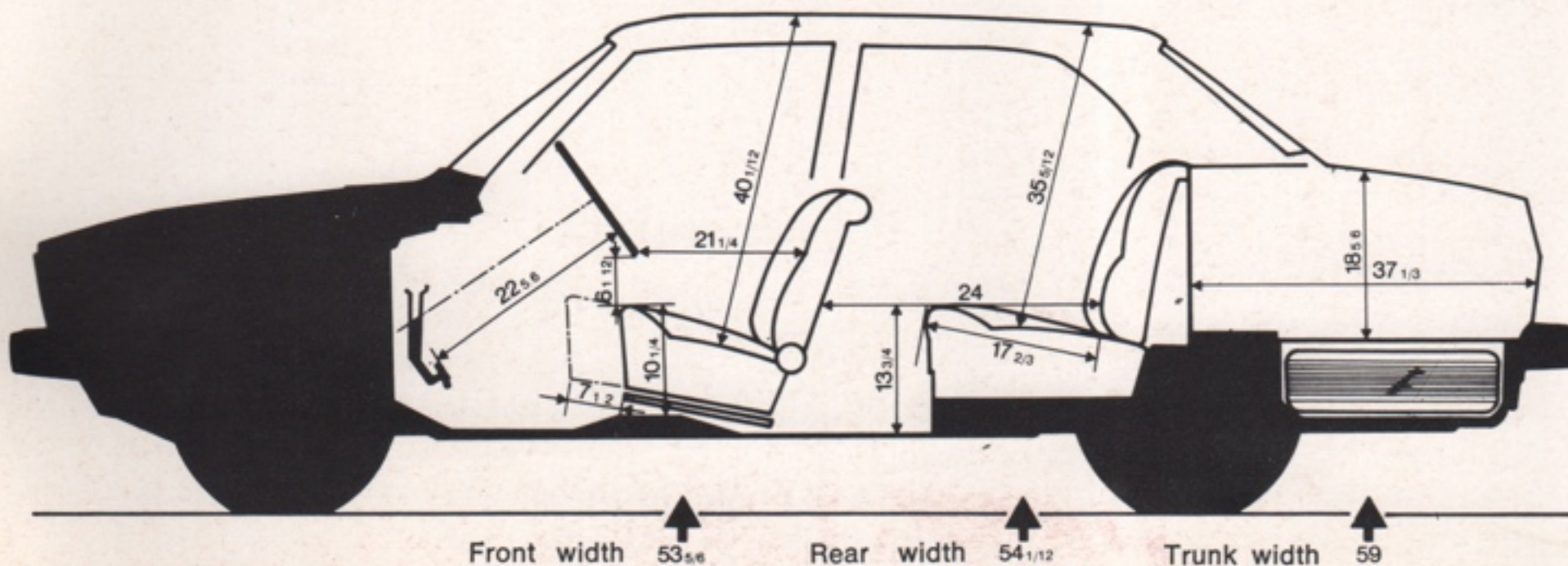
Front track: 53.5 in.

Rear track: 53.4 in.

Curb weight: 2689 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. Mahogany paneling. Heated rear window. Tool kit. Carpeted trunk. Under-hood 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.



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