

Giulia Super



Giulia Super Alfa Romeo

**Fastest
Safest
Finest in appearance**

The Giulia Super is a 1600 cc. saloon with all the performance of a touring car, all the comfort of a family car and the small slim line of just the car for negotiating town traffic.

The Giulia Super is the fastest current production 1600 saloon in the world. In fact, it is faster than many cars with a higher cylinder capacity, and this at only 5500 r.p.m. It is faster for a surprisingly low fuel consumption. It is faster in conditions of safety which have not hitherto been experienced by most drivers. It is faster with room for five and a huge boot.

5500 r.p.m. by no means represents the engine's wear limit. In fact, the engine is capable of going well above 6000 r.p.m. However, these 5500 r.p.m. mean that the Giulia Super engine is already





developing a power of 112 HP SAE, at a speed of 109 mph. Maximum speed with minimum wear. You get an accelerator which can depend on plenty of power without any danger of forcing the engine. An enthralling experience for expert drivers and quite a novel one for those who are not accustomed to driving a car which reacts so quickly and safely at any speed.

Minimum fuel consumption thanks to the special design of the two double casing horizontal carburettors. The development of the two carburettors is a special feature of Alfa Romeo cars.

It is this which ensures immediate pick-up for their faster cars, not to speak of the fuel economy factor. The two carburettors serve to regulate a perfectly balanced fuel inlet and make it possible for this fuel to be exploited to the full: the saving in fuel becomes increasingly evident the faster you go.

Safety in the Giulia Super, as indeed in all Giulia cars, is that planned for the Giulia TZ, in other words for a car capable of attaining a speed of 137 mph. By safety we mean such qualities as road holding and braking power. However, the Giulia have yet another

safety factor which is exclusive to Alfa Romeo cars: their ability to develop full pickup in a brief space of time. On the roads of today the ability to come to a halt in the face of danger is just as important as the ability to speed away from it in time.

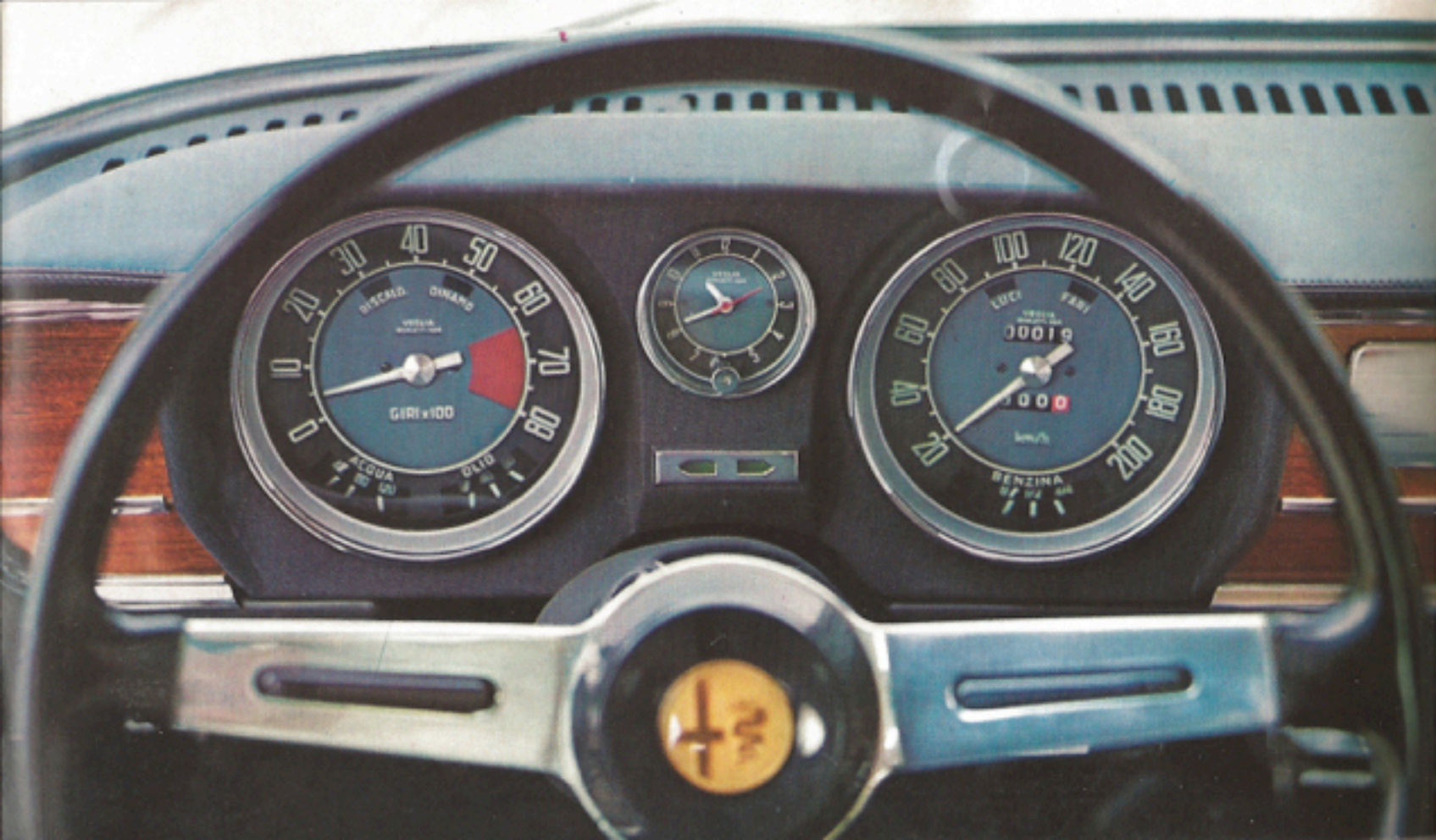
There can be no doubt about it, the front of the Giulia Super marks it out as a touring car. The floor mounted gear lever, the individual bucket seats, the steering wheel cast in light alloy with three spokes having built-in horn control, and wheel inclination in relation to the driving position are all factors which have been studied with a view to ensuring that combination of perfection and comfort at the wheel so essential for long journeys. The warmth of mahogany and roundness of the instruments are features

of the fascia and instrument panel. The instruments include a rev. meter, trip mileage indicator, electric clock. The anti-glare rear view mirror is made of prismatic glass in order to enlarge without doubling the image. Finally, the Giulia Super is fitted with a steering column lock. A single key is used to release this lock and start the engine. The rear seats accentuate the « comfort » angle in the Giulia Super. The upholstery is soft and welcoming and the back is fitted with an extremely

rest while the seat can be divided in two by a double arm rest. Like all the Giulia models, the Giulia Super, which is a saloon designed for long journeys, boasts an exceptionally large boot — the traditional 17½ cu ft. — 10 case capacity. The Giulia Super is produced with two alternative interior trims: either pure woollen cloth which is specially strengthened and stain-proofed on the wearing surfaces or high quality stretchable leatherette. The stainless steel edgings enhance the



genteel and extremely elegant interior, a further touch of luxury being afforded by the thick moquette carpeting on the floor and the expanded imitation leather lining of the roof. The arm rests too, which incorporate the door handles, are new in design: they are sleek and streamlined, ensuring comfort without taking up too much room and this feature could be regarded as characteristic of all the Giulia Super trimmings, which constitute the meeting point of elegance, functionality and safety.



Technical features

| | | |
|--------------------------|-------------|----------|
| Cylinders | 4 | in line |
| Bore | mm | 78 |
| Stroke | mm | 82 |
| Cylinder capacity | cc | 1570 |
| BHP at 5500 r.p.m. | DIN | 98 |
| | SAE | 112 |
| Wheel-base | | 8'3" |
| Front track | | 4'4 1/2" |
| Rear track | | 4'2 1/4" |
| Overall length | | 13'7" |
| Overall width | | 5'1" |
| Overall height (unladen) | | 4'8" |
| Kerb weight | lbs. | 2292 |
| Top speed | over m.p.h. | 110 |
| Tyres | | 155 x 15 |
| Number of seats | | 5 |
| Electrical system | volts | 12 |
| Tank capacity | imp. gals | 10 |

Carburetion: two horizontal twin-choke carburetors.

Valve timing: V-overhead valves directly operated by two overhead camshafts acting through oil bath cups.

Clutch: single dry-plate, with progressive engagement.

Gearbox: five synchromesh gears and reverse. Floor-mounted gear shift lever.

Rear axle: anchored to body structure by two longitudinal torque arms and rubber bushes; transverse anchorage is by means of a reaction bracket with rubber bushes on the frame and axle: the final drive is of hypoid type.

Front suspension: independent front wheel suspension secured to the frame by inclined transverse wishbones; coil springs and telescopic

hydraulic double-acting shock-absorbers; transverse antiroll bar.

Rear suspension: coil springs and coaxially mounted telescopic hydraulic double-acting shock-absorbers.

Steering: re-circulating ball or worm and roller.

Brakes: 4 servo-assisted discs. Handbrake, operating independently from service brake through suitable drums on rear wheels.

