

Giulia Super



At 110 m.p.h. the engine maintains a reserve of power! This speed is reached at 5500 r.p.m. with the engine producing 112 H.P. S.A.E. But this light alloy, twin overhead camshaft engine can well exceed 6000 r.p.m. At the command of the driver is instant acceleration without fear of straining the engine. To the more polished driver the Giulia Super offers satisfaction not found in any other compact sedan. To others, an ease of operation and performance which will constantly afford new dimensions in driving experience.

Horizontal dual carburetors contribute

One look at the « cockpit » and there is no doubt that this indeed is a Grand Touring car in every sense ... floor shift, bucket seats, the rake and design of the steering wheel. How well every detail has been carefully thought out to afford to any driver the perfect driving position even for the longest of trips! The design of the dash sets the mood of graceful comfort while not denying to the enthusiast that air of excitement.

to fuel economy. The successful application of dual carburetors, producing perfect input balance of fuel to each cylinder, is a source of pride to Alfa Romeo engineers — people who are used to providing the finest! The result is a combination of instantaneous pick-up, high speed and economy of operation. The perfectly balanced input of fuel provides a high rate of engine efficiency which increases with speed.

Safety in the Giulia Super Alfa's 54 years of racing experience and successes has taught its engineers to be concerned with motoring safety in its

truest sense - ample reserve of power at high speed, extraordinary roadability and brakes that exceed by far what other manufacturers consider maximum - in other words, the wherewithal to avoid becoming involved in an accident. Reserve of power at any speed, stability at high speed and braking second to none - a combination that spells « Safety with Sense ». You have at your command, a car, which when combined with the suitable re-action of the driver can avoid an accident under almost any condition.

Set in mahogany, the circular instrumentation, boasts a tachometer and trip-odometer, in addition to those instruments usually found on a quality sedan.

The rear-view mirror is of prismatic glass and is anti-glare.

An additional feature of the Giulia Super is the steering lock.

This is controlled by the ignition key and is thus simply operated in one function.

The seats are contoured and soft.

The high backs were especially

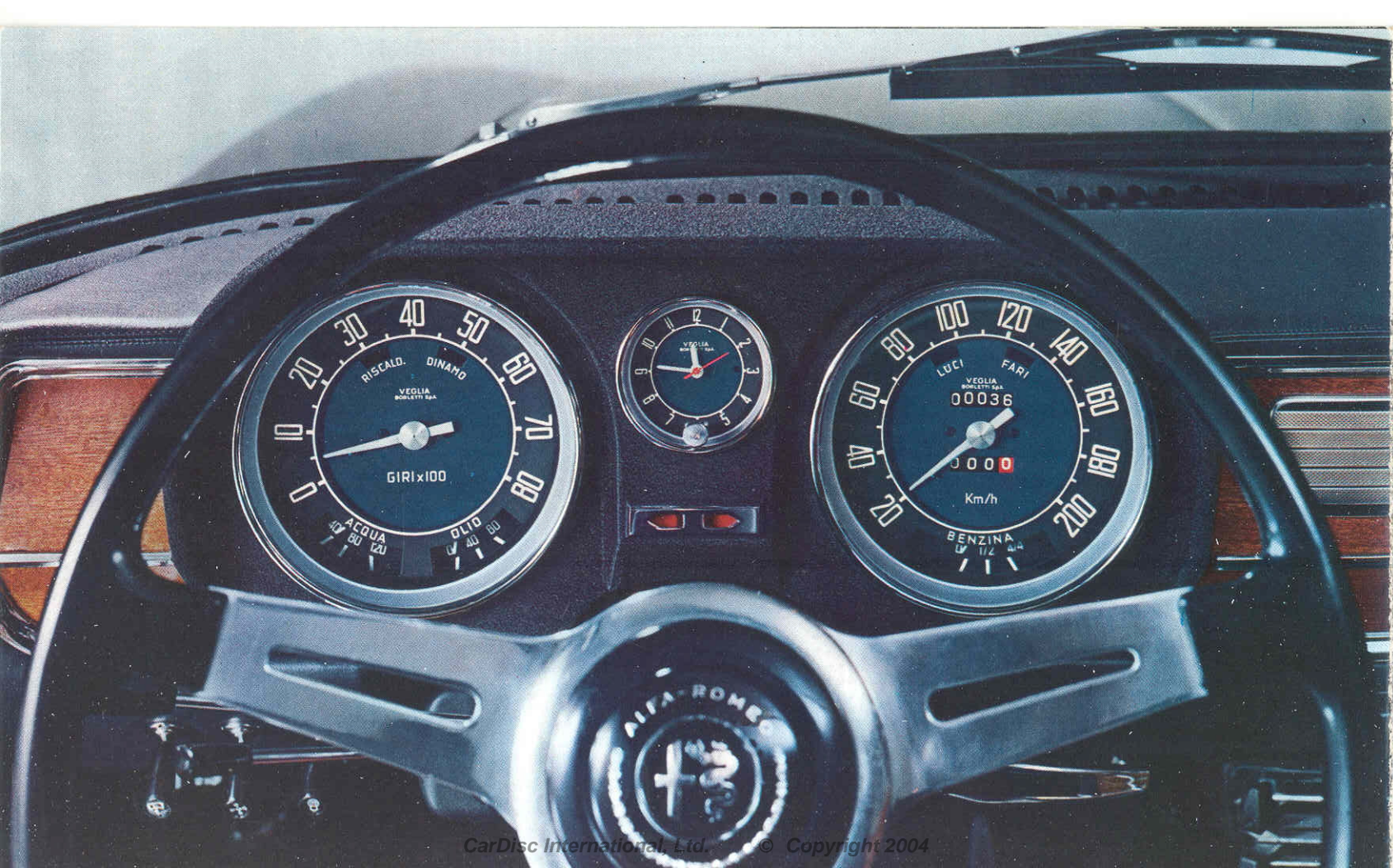
designed to afford head-rests. With the use of the double arm rest, armchair comfort is achieved, providing relaxation for the longest of trips. A trunk with 16 cubic feet of useable space is an exceptional feature for a European compact sedan.

The Giulia Super is available with interior in luxurious 100% wool fabric, reinforced with vinyl in areas of greatest wear, or completely upholstered in handsome and rugged skai vinyl.



All inner mouldings are of stainless steel which when combined with the heavy carpeting and leatherette head-lining create a restful and silent interior in quiet good taste. The door handles have been embodied into the arm rests and is indicative of the efforts expended on this car to provide comfort while keeping protrusions to the minimum. The upholstery in addition to lending an air of refinement is practical and hard wearing.





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		4'3 1/2"
Rear track		4'2"
Overall length		13'7"
Overall width		5'1"
Overall height (unladen)		4'8"
Dry weight (with tool-kit)	cwt	19,7
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.

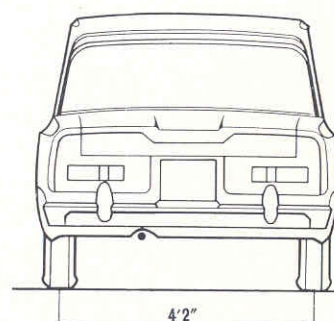
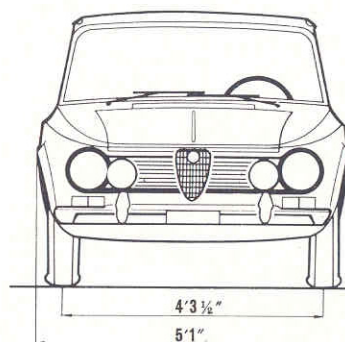
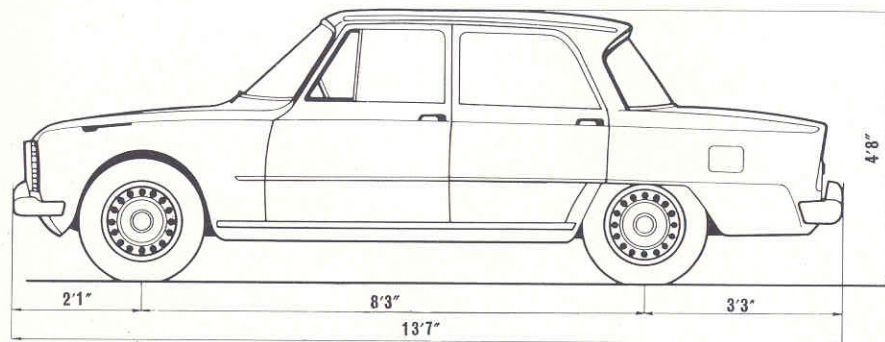
Front suspension: independent front wheel suspension secured to the frame by inclined transverse wishbones; coil springs and telescopic

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 discs, with vacuum operated servo; the two rear brakes have the cylinders isolated from the calipers. Mechanically operated hand-brake.



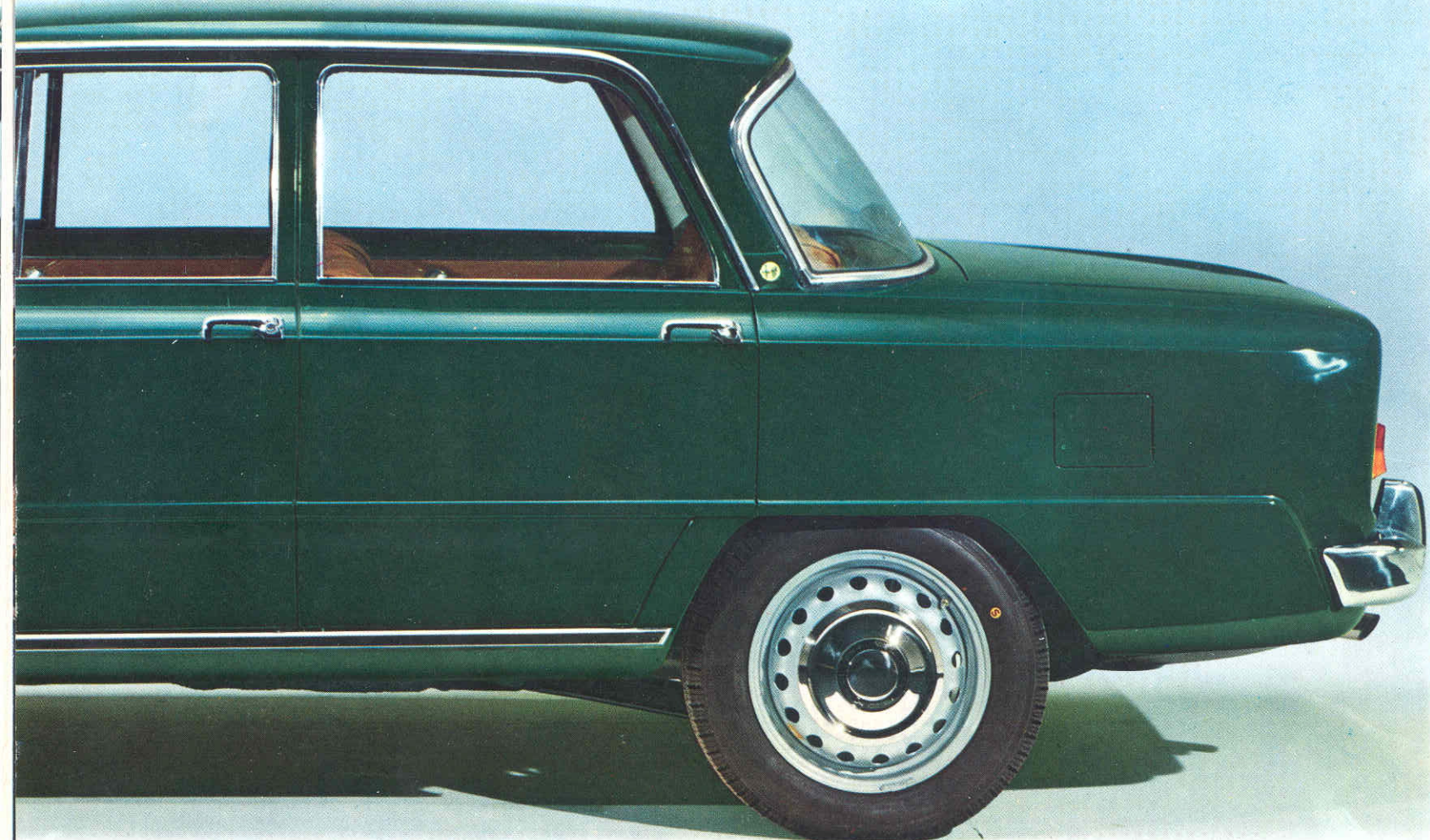
Giulia Super Alfa Romeo

**Fast!
Safe!
Luxurious!**

Alfa Romeo maintaining its tradition of superb and brilliant engineering again sets the pace! Here is a family sedan with all the features and comfort of more costlier cars and performance usually found only in the limited production G.T. cars. A drivers can and yet, superbly suited to the everyday driving demands of suburban living.

The Giulia Super in the fastest current production 1600 cc. sedan in the world! However, so well engineered is the engine that Alfa Romeo have combined economy of operation with such outstanding performance. Five passengers can be accomodated and the large trunk filled to capacity while performance and roadability remain unimpaired. Four passengers can travel in armchair comfort.





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