

# ALFA GIULIETTA

## The LITTLE JULIET

In the beginning it was known as A.L.F.A., or ANONIMA LOMBARDA FABRICA AUTOMBILI. Later when Nicola Romeo took over he added his part and the name became ALFA ROMEO. After WW II the now government owned company need a small sedan for a "Peoples Car". Hence it created a unit body 4 door sedan, with a 1290cc, 4 cylinder that put out twice the horse power of the 1200cc VW. It had a name that played off Romeo to become it's "Little Juliet" sedan or the GIULIETTA BERLINA. Bertone finding this new platform compelling developed the Sprint coupe. ALFA followed by tuning their engine into a super or fast version, ie. the Veloce. Next, Pininfarina, back then it was Pinn Farina, shortened the wheel base and added the Spider body. Bertone's offer for the Giulietta spider gave a look into the future with lines that followed in the Duetto and in my eye some lines of the Disco Volante. However Bertone's offer was rejected. The line now had a sedan, coupe, and a light open sports car with two engines the normal (Normale) and super or fast (Veloce) options, however the Veloce powered cars also had other tweaks. The first cars were series 750. ALFA made some design changes and improvements to the specifications; Larger valve steams, different metallurgy, permanent casting replaced sand castings, and Porsche style syncro's were incorporated. Other less obvious changes were made such as changes to the diameter of idler bushing and the suspension arms. By large, most parts were not inter changeable with the older 750 series. Alfa now called the new series, 101. Later models came a long as the Sprint Speciale, (Bertone), and the SZ by Zagato. Also in the mix was a Ti or Touring internationale, a hotted up berlina.

ALFA then moved the GIULIETTA up to 1600cc, along with other changes, and called the line GUILIA. It was at this point that in, this writers opinion, the Spider and Sprint lost its special innocence.