


CLASSIC DRIVER

1964 Alfa Romeo Giulia

- Lot sold
USD 46 605 - 53 964
GBP 38 000 - 44 000 (listed)
Year of manufacture 1964
- **Chassis number** AR 379416
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 387
- **Drive** LHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Engine number** AR00526 00524
-

Description

1964 Alfa Romeo Giulia 1600 Spider
Coachwork by Pininfarina
Registration no. PRX 840B
Chassis no. AR 379416
Engine no. AR00526 00524

Sporting elegant coachwork designed and built by Pininfarina, the Alfa Romeo Giulietta Spider was a huge success and continued virtually unchanged in 1.6-litre Giulia guise when the latter joined the line-up in 1962. Launched at the Monza Autodrome on 27th June that year, the Giulia range was the work of a design team headed by one of the greatest of Italian automobile engineers, Dr Orazio Satta Puliga, who had been responsible for all the post-war Alfa Romeos. The capacity increase from 1,300 to 1,600cc boosted maximum power of Alfa's classic twin-cam four from 80 to 92bhp and the car's top speed to 109mph. Reliability was likewise enhanced and the larger engine was noticeably smoother and less fussy. A five-speed gearbox was standard on the Giulia 1600 Spider, which remained in production until 1966. Described by Cars Illustrated as 'probably one of the most delightful small sports cars which will ever be produced,' the Giulia Spider is certainly one of the most attractive Alfa Romeos of its day and remains highly regarded now.

According to the Alfa Romeo Museum archives, this left-hand drive Giulia Spider was manufactured on 1st April 1964 and invoiced by the factory to Alfa Romeo Frankfurt on 22nd May 1965. It was originally finished

in red. In the summer of 2007 the Alfa was purchased in Oklahoma, USA and imported into the UK. The purchaser was informed at the time that the car had recently been restored and the engine and gearbox rebuilt (in the USA). Although there was no documentation to substantiate the vendor's claim, the car's superb condition indicated that it was true. The body-coloured underside showed virtually no use and is still in beautiful condition.

The Giulia was prepared for UK road use and MoT'd and registered in December 2007. It has been driven on only a handful of occasions by the owner and his car-enthusiast daughter, and it is this lack of use that prompted its sale. Recent works by marque specialist Chris Robinson of RM Restoration include replacing the original single Solex carburettor with twin Webers, thereby greatly improving the performance. Accompanying paperwork consists of a V5C registration document and fresh MoT.

As this Spider has experienced minimal use since it was restored, it is still in superb condition and with its Zagato-style hardtop and enhanced performance is both practical and exciting.

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