


CLASSIC DRIVER



1966 Alfa Romeo Giulia

Lot sold	USD 0 GBP 0 (listed)	Drive	RHD
Year of manufacture	1966	Condition	Used
Mileage	92 765 mi / 149 291 km	Location	
Gearbox	Manual	Exterior colour	Other
Lot number	TBA	Car type	Other

Description

"Launched in 1963, the Giulia Sprint GT featured classically stylish four-seater coachwork designed by Bertone's Giorgetto Giugiaro, though this was now manufactured not by Bertone but at Alfa's new factory at Arese. Beneath the skin the new coupé utilised the recently introduced 105-Series Giulia TI saloon's five-speed manual gearbox, independent front suspension, coil-sprung live rear axle and - early cars excepted - all round disc brakes. The Sprint GT came with 106bhp on tap (up from the TI's 92bhp courtesy of two twin-choke Weber carburettors) an output sufficient for a top speed of around 180km/h. Improvements to the inlet ports characterised the more powerful (109bhp) engine of the Sprint GTV (or GT Veloce) introduced for 1965. Exhilarating driver's cars, the Sprint GT range was an immense success for Alfa Romeo, enjoying a 14-year production run until 1977. Alfa Romeo took 'Touring Car' racing by storm winning the European Touring Car Championship in 1966, 1967 and 1968.

This absolutely wonderful example is presented in a white 'glass like' exterior paintwork and complimented by its original black interior which is in lovely condition. The car was restored by the well known Alfa Romeo specialist Alfaholics, who carried out a body off respray and did some light modifications for modern driving, of which there is photographic evidence of in the file. A

comprehensive list of parts which were renewed can also be seen on file. The expanse of glass and thin pillars create goldfish bowl levels of visibility and the curvature of the front and rear screens seems even more pronounced from the driver's seat. The original and gorgeous steering wheel comprising a thin, gloss-black Bakelite rim and three delicate aluminium spokes; to the right of the wheel is the typically long gearlever positioned so far ahead on the transmission tunnel that it sits almost horizontally in second gear. Unlike this car's refreshed exterior, its interior is completely original, from the toggle switches, flashes of chrome and striking red carpets to the cardboard-based dashboard with its padded vinyl trim and original Autovox radio (currently not working) . The all aluminium twin cam 1570cc engine is sublime, producing great performance and handling so typical of these rare and sought after Italian sports cars. This is a truly stunning example of this marque and would not be out of place in any private collection or indeed used on the roads as it was designed for."

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