
1975 Alfa Romeo GT Junior

Lot sold		Drive	RHD
Year of manufacture	1975	Condition	Used
Mileage	80 000 mi / 128 748 km	Location	
Gearbox	Manual	Fuel type	Petrol
Chassis number	AR2206233	Exterior colour	Other
Number of seats	2	Car type	Other
Drivetrain	2wd	Engine number	ARO1678-005115
Lot number	201	Exterior brand colour	Red

Description

South African built, right-hand drive superbly rebuilt as a track day car! It took the car's engineer owner three years and the result is exceptional. Stripped to bare metal, jigged, some new panels, reinforced floor, 6-point cage Koni suspension, new bushes, OMP race seat, Willans harness and Yokohama AO48s 1750cc engine (fitted when purchased) has been fully refreshed. Impressively finished in Alfa Rossa. Immaculate track-day ready interior. The Alfa Romeo 105/115 series Coupes were built from 1963 until 1977. They were the successors to the celebrated Giulietta Sprint Coupe and used the shortened floor pan from the Giulia saloon car. The basic body shape, shared by all models, was designed by Giorgetto Giugiaro for Bertone as one of his first major projects and is regarded as one of his finest commercial efforts. The balance of glass and metal, the influence of the front and rear screens on the shape of the cabin, and the flat grille with incorporated headlamps were all considered ground-breaking styling features of the era. Apart from their good looks, these cars are often considered as some of the best handling classic saloons, and with a five-speed gearbox, all round disc brakes, independent suspension and torquey engine they were very advanced for the time and have the capability to embarrass many of their modern counterparts. This particular GT Junior (115) dates from 1975 and was imported from South Africa a few years ago prior to being purchased by our engineer vendor with the intention of building a fast road/track day classic. It

was stripped back to bare metal, jigged, and new metal used where necessary. Both sills and the floor pan were stitch welded to strengthen the shell at the same time. A six-point roll cage was fitted and the driver's floor reinforced to provide a better location for a competition seat. The shell was then prepared and treated to a number of coats of Alfa Rosso. The suspension was lowered 40mm, Yellow Konis were fitted all round, all bushes renewed throughout and a new 29mm front anti-roll bar fitted. All wheel bearings were replaced along with new brakes/discs, calipers, master and slave cylinders and new servos. The prop shaft was balanced and a new fuel tank sender and lines were installed. The 1750cc engine, which was fitted when purchased, was refreshed and fully detailed prior to being replaced in the immaculate engine bay. The carburettors were rebuilt, the drive train refreshed and a new exhaust fitted. The interior was finished to the same remarkable standard and is prepared for circuit use with an OMP seat, Willans harness and various items of safety equipment. The de-bumpered, classic racer theme follows externally with tow straps, mesh-covered intakes, taped headlights and eight-spoke alloys wearing sticky Yokohama AO48s. Now completed, this is a very impressive little Alfa, however, our vendor has his eye on another project so the Alfa has to make way. This car has yet to turn a wheel on the track and therefore will need to be 'shaken down' before being used in anger, but it shouldn't be too difficult finding volunteers for that job.

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