





## Alfa Romeo

### Alfa Romeo Automobiles S.p.A.



<b>Type</b>	Private
<b>Predecessor</b>	Società Anonima Italiana Darracq (SAID)
<b>Founded</b>	24 June 1910 in Milan, Italy
<b>Founder(s)</b>	Alexandre Darracq/Ugo Stella Nicola Romeo
<b>Headquarters</b>	Turin, Italy
<b>Area served</b>	Worldwide
<b>Key people</b>	Luca di Montezemolo (President) Sergio Craverio (CEO)
<b>Industry</b>	Automotive

<b>Products</b>	Automobiles
<b>Parent</b>	Fiat Group Automobiles S.p.A.
<b>Website</b>	AlfaRomeo.com



**Alfa Romeo Automobiles S.p.A.** is an Italian automaker founded on June 24, 1910 in Milan. Alfa Romeo has been a part of the Fiat Group since 1986. The company was originally known as **A.L.F.A.**, which is an acronym for *Anonima Lombarda Fabbrica Automobili* (translated: Lombard Automobile Factory, Public Company).

## History

### Foundation and early years

The company that became Alfa Romeo was founded as **Società Anonima Italiana Darracq** (SAID) in 1906 by the French automobile firm of Alexandre Darracq, with some Italian investors. One of them, Cavaliere Ugo Stella, an aristocrat from Milan, became chairman of the SAID in 1909. The firm's initial location was in Naples, but even before the construction of the planned factory had started, Darracq decided late 1906 that Milan would be a more suitable location and accordingly a tract of land was acquired in the Milan suburb of Portello, where a new factory of 6,700 square metres (8,000 sq yd) was erected. Late 1909, the Italian Darracq cars were selling slowly and Stella, with the other Italian co-investors, founded a new company named A.L.F.A. (Anonima Lombarda Fabbrica Automobili), initially still in partnership with Darracq. The first non-Darracq car produced by company was the 1910 24 HP, designed by Giuseppe Merosi, hired in 1909 for designing new cars more suitable to the Italian market. Merosi would go on to design a series of new A.L.F.A. cars, with more powerful engines (40-60 HP). A.L.F.A. also ventured into motor racing, drivers Franchini and Ronzoni competing in the 1911 Targa Florio with two 24 HP models. In 1914, an advanced Grand Prix car was designed and built, the GP1914 which featured a four cylinder, double overhead camshafts, four valves per cylinder and twin ignition. However, the onset of World War I halted automobile production at A.L.F.A. for three years.

In August 1915 the company came under the direction of Neapolitan entrepreneur Nicola Romeo, who converted the factory to produce military hardware for the Italian and Allied war efforts. Munitions, aircraft engines and other components, compressors and generators based on the company's existing car engines were produced in a vastly enlarged factory during the war.

When the war was over, Romeo invested his war profits in acquiring locomotive and railways carriage plants in Saronno (Costruzioni Meccaniche di Saronno), Rome (Officine Meccaniche di Roma) and Naples (Officine Ferroviarie Meridionali), which were added to his A.L.F.A. ownership. Car production had not been considered at first, but resumed in 1919 since parts for the completion of 105 cars were still lying at the A.L.F.A. factory since 1915. In 1920, the name of the company was changed to Alfa Romeo with the Torpedo 20-30 HP becoming the first car to be badged as such. Their first success came in 1920 when Giuseppe Campari won at Mugello and continued with second place in the Targa Florio driven by Enzo Ferrari.

Giuseppe Merosi continued as head designer, and the company continued to produce solid road cars as well as successful race cars (including the 40-60 HP and the RL Targa Florio).



In 1923 Vittorio Jano was lured away from Fiat, partly thanks to the persuasion of a young Alfa racing driver named Enzo Ferrari, to replace Merosi as chief designer at Alfa Romeo. The first Alfa Romeo under Jano was the P2 Grand Prix car, which won Alfa Romeo the inaugural world championship for Grand Prix cars in 1925. For Alfa road cars Jano developed a series of small-to-medium-displacement 4, 6, and 8 cylinder inline power plants based on the P2 unit that established the classic architecture of Alfa engines, with light alloy construction, hemispherical combustion chambers, centrally-located plugs, two rows of overhead valves per cylinder bank and dual overhead cams. Jano's designs proved to be both reliable and powerful.

Enzo Ferrari proved to be a better team manager than driver, and when the factory team was privatised, it then became Scuderia Ferrari. When Ferrari left Alfa Romeo, he went on to build his own cars. Tazio Nuvolari often drove for Alfa, winning many races prior to World War II.

In 1928 Nicola Romeo left, with Alfa going broke after defense contracts ended, and in the end of 1932 Alfa Romeo was rescued by the government, which then had effective control. Alfa became an instrument of Mussolini's Italy, a national emblem. During this period Alfa Romeo built bespoke vehicles for the wealthy, with the bodies normally built by Touring of Milan or Pinin Farina. This was the era that peaked with the legendary Alfa Romeo 2900B Type 35 racers.

The Alfa factory (converted during wartime to the production of Macchi C.202 Folgore engines) was bombed during World War II, and struggled to return to profitability after the war. The luxury vehicles were out. Smaller mass-produced vehicles began to be produced in Alfa's factories beginning with the 1954 model year, with the introduction of the Giulietta series of *berline* (saloons/sedans), coupes and open two-seaters. All three varieties shared what would become the classic Alfa Romeo Twin Cam engine, initially in 1300 cc form. This engine would eventually be enlarged to just under 2 liters (1962 cc) and would remain in production through 1995.

## Post war

Once motorsports resumed after World War II, Alfa Romeo proved to be the car to beat in Grand Prix events. The introduction of the new formula (Formula One) for single-seat racing cars provided an ideal setting for Alfa Romeo's tipo 158 Alfetta, adapted from a pre-war voiturette, and Giuseppe Farina won the first Formula One World Championship in 1950 in the 158. Juan Manuel Fangio secured Alfa's second consecutive championship in 1951.

In 1954, Alfa-Romeo had experimented with its first front-wheel drive compact car named "33" (not related or referred to sports car similarly named "33"). It had the same transverse-mounted, forward-motor layout as the modern front-wheel drive automobiles. It even resembled the smaller version of its popular Alfa-Romeo Giulia. However, due to the financial difficulties in post-war Italy, the 33 never saw the production. Had Alfa-Romeo succeed in producing 33, it would precede the Mini as the first "modern" front-wheel drive compact car. During the 1960s, Alfa concentrated on competition using production-based cars, including the GTA (standing for Gran Turismo Allegerita), an aluminium-bodied version of the Bertone-designed coupe with a powerful twin-plug engine. Among other victories, the GTA won the inaugural Sports Car Club of America's Trans-Am championship in 1966. In the 1970s, Alfa concentrated on prototype sports car racing with the Tipo 33, with early victories in 1971. Eventually the Tipo 33TT12 gained the World Championship for Makes for Alfa Romeo in 1975 and the Tipo 33SC12 won the World Championship for Sports Cars in 1977. By the 1970s Alfa was again in financial trouble. The Italian government company Finmeccanica bowed out in 1986 as Fiat Group bought in, creating a new group, Alfa Lancia Industriale S.p.A., to manufacture Alfas and Lancias. Models produced subsequent to the 1990s combined Alfa's traditional virtues of avant-garde styling and sporting panache with the economic benefits of product rationalisation, and include a "GTA" version of the 147 hatchback, the Giugiaro-designed Brera, and a high-performance exotic called the 8C Competizione (named after one of Alfa's most successful prewar sports and racing cars, the 8C of the 1930s). In 2005 Maserati was bought back from Ferrari and brought under Fiat's full control. The Fiat Group plans to create a sports and luxury division from Maserati and Alfa Romeo. There is a planned strategic relationship between these two; engines, platforms and possibly dealers will be shared in some market areas.

In the beginning of 2007, Fiat Auto S.p.A. was reorganized and four new automobile companies were created; Fiat Automobiles S.p.A., Alfa Romeo Automobiles S.p.A., Lancia Automobiles S.p.A. and Fiat Light Commercial Vehicles S.p.A. These companies are fully owned by Fiat Group Automobiles S.p.A.





The history of the Alfa Romeo badge



In 1910 a draughtsman named Romano Cattaneo was given the job of coming up with a badge for a new Milan-based company, ALFA. The story goes that as he was waiting for a train at the Piazza Castello terminus in Milan, he gained inspiration from the great Visconti family's red cross and biscione (human child-eating serpent) coat of arms emblazoned over the great door of Castello Sforzesco.

In 1918 after the company was purchased by Nicola Romeo, the badge was redesigned with the help of Giuseppe Merosi, including now the City of Milan's emblem and that of the Visconti family in a circular motif, bordered by a dark blue metallic ring containing the inscription "ALFA — ROMEO" and "MILANO" separated by two Savoy dynasty knots to honour the Kingdom of Italy.

After the victory of the P2 in the inaugural Automobile World Championship in 1925, Alfa added a laurel wreath around the logo.

In 1946 after the victory of the Italian Republic Savoy knots were replaced with two curvy lines.

The name "MILANO", the hyphen and the Savoy knots (lines) were eliminated when Alfa Romeo opened the factory at Pomigliano d'Arco, Naples in early 1970s.



## Racing history

Alfa Romeo has always been involved with motor racing. In the 1920s and 30s Alfa Romeo scored wins at many of the most famous and prestigious races and motoring events such as Targa Florio, Mille Miglia and Le Mans. Great success continued with Formula One, Prototypes, Touring and Fast Touring. Private drivers also entered some rally competitions, with fine results. Alfa Romeo has competed both as a constructor and an engine supplier, via works entries Alfa Corse, Autodelta and private entries. Today Alfa Romeo is active in different Touring car series and the new Alfa Romeo 8C Competizione is planned to take part to Le Mans GT2 class in the near future.



## Carabinieri and Italian government

In the 1960s Alfa Romeo became famous for its small cars and models specifically designed for the Italian police — "Panthers" and Carabinieri; among them the glorious "Giulia Super" or the 2600 Sprint GT, which acquired the expressive nickname of "Inseguimento" dir. trl. "to chase or predate" (this car is wrongly supposed to be the one that the famous Roman police marshal and unrivalled driver Armandino Spadafora brought down on the Spanish Steps in 1960 while following some robbers — it was actually a black Ferrari 250 GT/E — this picture of Giulia, one of the dozens about this legend, is taken from a movie and not at the Spanish Steps). The colours of the Alfa Romeos used by the Polizia were grey/blue with white stripes and writing, known as "Pantera" (Panther), enhancing the aggressive look of the Alfa (particularly the Giulia series), while the Carabinieri Alfas were dark blue with white roofs and red stripes, known as the "Gazzella" (Antelope) denoting the speed and agility of these "Pattuglie" (armed response patrol units). However, the term "Pantera" became used interchangeably and the image helped create a no-nonsense, determined and respected perception by the general public of the men that drove these cars, true to their history.



Since then, Alfas remain the chosen mount of the Carabinieri (renowned arm of the Italian Armed Forces seconded only partly for civilian Policing purposes), Polizia Autostradale (Highway Police) and the conventional police service (Polizia). Successively, the following Alfa Romeo Berlins have found favour for Italian Police and Government employment:



- Alfetta
- Nuova Giulietta
- Alfa Romeo 75
- Alfa Romeo 164 (Official Vehicles)
- Alfa Romeo 155
- Alfa Romeo 156
- Alfa Romeo 166 (Official Vehicles)
- Alfa Romeo 159

Since 1960s, the Italian Prime Minister has used Alfa Romeos (and lately the new Maserati Quattroporte) as preferred government limousines. The 164 and 166 have found particular employment in the last two decades.

## **Technological development**

The following is a list of some technology introduced in a quite early by Alfa Romeo, along with the models that introduced each one:

- DOHC Engine (1914 Grand Prix car, 1920s 6C road cars)
- Mechanical Variable Valve Timing (Duetto/Spider)
- All-wheel disc brakes (105 series Giulia)
- Plastic radiator header tank (105 series Giulia)
- Lowest Drag Coefficient (Cd) in class (105 series Giulia)
- 50:50 weight distribution (Alfetta 2000 & GTV)
- Standard Fit Alloy Wheels (Alfetta 2000 & GTV)
- Transaxle (Alfetta 2000 & GTV)
- Electronic Variable Valve Timing (Alfetta)
- Complete CAD design process (Alfa Romeo 164)
- Robotised/Paddle control transmission (156 Selespeed)
- Common rail diesel engine (156)

## **Body design**

Over the life of the marque, many famous automotive design houses in Italy have accepted commissions to produce concepts and production vehicle shapes for Alfa Romeo. A selection of these include the following

- Bertone
- Giorgetto Giugiaro / Italdesign
- Pininfarina
- Zagato
- Centro Stile Alfa Romeo

The last mentioned, the Centro Stile, has rapidly gained international credibility with its work. The 8C Competizione super-coupé, and the MiTo hatchback are the result of their work.



Construction techniques used by Alfa Romeo have become imitated by other car makers, and in this way Alfa Romeo body design has often been very influential. The following is a list of innovations, and where appropriate, examples of imitation by other car manufacturers:

- 1950s: Monocoque body design in the Giulia : While not an imitation per se, this construction technique became extremely widespread, and remains so to the present day.
- 1960s: Aerodynamics: The 116-serie Giulia boasted a very low Cd. Toyota in particular sought to produce a similarly shaped series of vehicles at this time.
- 1970s: Fairing of bumpers: In order to meet American crash standards, Alfa formulated design styling techniques to incorporate bumpers into the overall bodywork design of vehicles so as to not ruin their lines. The culmination



of this design technique was 1980s Alfa Romeo 75. The process was widely copied, particularly in Germany and Japan.

- 1980s: The Alfa 164: The design process and influence of this car is almost completely out of all proportion to previous Alfas. The 164 introduced complete CAD/CAM in the manufacturing cycle, with very little directly made my hand in the vehicle. In addition, the 164's styling influence continues into the present day line of modern Alfa's. Most manufacturers incorporated design ideas first expressed in the 164 into their own designs, including greater reliance on on-board computers.
- 1990s: The pseudo-coupe: The Alfa 156 and 147, while 4-door vehicles, represented themselves as two-doors with prominent front door handles, and less visible rear door-handle flaps. Honda has used this design style in the latest Civic hatchback, and a somewhat similar idea is also seen in the most recent Mazda RX-8 four-seat coupe.
- 2000s: The Brera and 159: These vehicles design, by Giorgetto Guigaro, have proven influential as regards sedan and coupe styling, demonstrating that concept vehicles are often immediately translatable into road car form, providing that initial design takes place using CAD systems.

Alfa Romeo models have also served as the inspiration and basis of some very interesting and often beautiful concept cars. Here follows a short list of concept cars, and their impacts on car design:

**1950s: The B.A.T. Cars** the *Berlina Aerodinamica Technica* prototype cars were designed by Bertone as an exercise in determining whether streamlining and wind-tunnel driven designs would result in high performance on a standard chassis, and whether the resulting vehicles would be palatable to public. Alfa 1900 Sprint were the basis of the B.A.T. 5, 7 and 9. The later B.A.T. 11 was based on the 8C Competizione.

**1960s and 1970s : Descendants of the Tipo 33** The Tipo 33 racing car, with its high-revving 2000c V-8 engine became the basis for a number of different concept cars during 1960s and 1970's, two of which ultimately resulted in production vehicles. Most made their appearances at the Auto Salon Genève. Here is a brief list:

- Gandini/Bertone Carabo (1968) - Marcello Gandini expressed ideas that would come to fruition in the Lamborghini Countach.
- Tipo 33.2 (1969)- Designed by Pininfarina, this car ultimately resulted in the 33 Stradale road car

- Gandini/Bertone Montreal Concept (1967) - making its appearance at the 1967 Montreal Expo, this 33-based concept resulted in the production Alfa Romeo Montreal road car, though between concept and execution the design changed from being mid-engined to front engined, though it did retain the 2000 cc V8.
- Bertone/Guigaro Navajo (1976)- A fully fibreglassed vehicle, and in some ways the epitome of Guigaro's 'Origami' style of flat planes.

**1980s - Today: Modern Ideas** In general, concept cars for Alfa Romeo have generally become production vehicles, after some modification to make them suitable for manufacture, and to provide driver and passenger safety. The Zagato SZ, GTV and Spider (descended from the Proteo), Brera and 159 are all good examples of Alfa Romeo's stylistic commitment in this direction.

**The Future** Alfa Romeo concept cars have mostly emphasized performance in combination with historical tradition. The Nuvola Concept and the independently designed Diva Concept cars have demonstrated that this *ethos* is the centre of Alfa conceptualisation. The Centro Stile website also gives designers very good direction in terms of the combination of line and form Alfa prefers to see in the design process of its car's bodywork.

## Sociology

In Italian the owner of an Alfa Romeo is an "Alfista", and a group of them are "Alfisti". Alfa Romeo is sometimes worshipped by its owners, and many models have become cultural symbols. There are many thriving Alfa Romeo owners clubs and Alfa Romeo Model Registers.

Alfa Romeo motorcars are recognised by all Motor enthusiasts as being the first "supercar", with the term being coined in the 1920s by a British journalist to describe an Alfa Romeo. Some notable owners include Beppe Carletti (Musician, Retailer - 2000 Spider), Jeremy Christian (Classic Track Driver, Writer - GTV), Jeremy Clarkson (Motoring Journalist - GTV6), Alex Hucksley (Actor, Stock Broker - Duetto), Roger Moore (Actor - GTV6) and Michael Schumacher (F1 Driver - Giulietta Super).

The Hosting team of the popular British motoring interest show Top Gear often state that a car enthusiast must have owned an Alfa Romeo at some point before they can be considered a true petrolhead (meaning an extreme car enthusiast).

## Production

Alfa Romeo production between 1998-2007

Year	Cars
1998	197,680
1999	208,336
2000	206,836
2001	213,638
2001	187,437
2002	187,437
2003	182,469
2004	162,179
2005	130,815
2006	157,794
2007	151,898

According to the current Fiat CEO Sergio Marchionne in order to reap economies of scale, all new Alfa Romeo models will be made from the same basic platform (i.e., frame). Even Maserati will share components with some Alfas.

Cloverleaf, or *Quadrifoglio*, badges denote high-end in comfort and engine size variants of Alfa Romeo cars, but previously denoted Alfa Romeo racing cars in the pre-Second-World-War era. The image first appeared in 1923 when Ugo Sivocci presented one prior to the start of the 14th Targa Florio as a good luck token to the team. This became the symbol of competition Alfas, denoting higher performance. Some modern Alfas wear a cloverleaf badge which is typically a green four leaf clover on a white background (Quadrifoglio Verde), but variants of blue on white have been recently observed as well.

The Alfettas of the early 1980s had models available sold as the "Silver Leaf" and "Gold Leaf" (Quadrifoglio Oro). These models were the top of the range. Badging was the Alfa Cloverleaf in either gold or silver to denote the specification level. The Gold Leaf model was also sold as the "159i" in some markets, the name in homage to the original 159.

The trim levels (option packages) offered today on the various *nameplates* (model lines) include the *lusso* ("luxury"), *turismo* ("touring"), and the GTA (*gran turismo alleggerita* ("light-weight grand tourer"). The GTA package is offered in the 147 and 156 and includes a V-6 engine. In the past, Alfa Romeo offered a Sprint (from Italian *sprintare*, "to accelerate fast") trim level.

During the 1990s, Alfa Romeo moved car production to other districts in Italy. The Pomigliano d'Arco plant produced the 155, followed by the 145 and the 146, while Arese manufactured the 164 and new Spider and GTV. The 156 was launched in 1997, and became quite successful for Alfa Romeo; in 1998 it was voted "Car of the Year". The same year a new flagship, the 166 (assembled in Rivalta, near Turin) was launched. At the beginning of the third millennium, the 147 was released, which won the prestigious title of "Car of the Year 2001". In 2003 the Arese factory is closed.

The 155, 156, and GTV/Spider are no longer produced. The GTV/Spider was made in limited numbers, and is still a sought after model.

The Arese factory today hosts almost nothing and is nearly abandoned. What remains are some offices and the great Alfa Romeo Historical Museum, a must-see for Alfa Romeo fans.

## **Right-hand drive production post-1960**

In the 60s, the main Alfa Romeo seat was moved from inside Milan to a very large and nearby area extending over the municipalities of Arese, Lainate and Garbagnate Milanese. However, since then the Alfa seat is known to be in Arese, since the offices and the main entrance of the area are there.

In the late 1960s, a number of European automobile manufacturers established facilities in South Africa to assemble right hand drive vehicles. Fiat and other Italian manufacturers established factories along with these other manufacturers, Alfa-Romeos were assembled in Brits, outside of Pretoria in the Transvaal Province of South Africa. With the imposition of sanctions by western powers in the 1970s and 1980s, South Africa became self sufficient, and in car production came to rely more and more on the products from local factories. This led to a remarkable set of circumstances where between 1972 and 1989, South Africa had the greatest number of Alfa Romeos on the road outside of Italy.

## **Return to the United States**

In 1995 Alfa Romeo ceased exporting cars to the United States, the last model to be sold being the 164. Rumors began of their return, however as the FAQ on Alfa's English website had said "The long-awaited return of Alfa Romeo to the United States market should take place by 2007, with a range of new models."

Alfa Romeo's return to United States was confirmed on 5 May 2006 by Fiat CEO Sergio Marchionne. Alfa Romeo resumed sales in the United States with the 8C Competizione in October 2008. In late 2009, Alfa Romeo will release the 159, Brera, and Spider after they receive a mid-life styling and technical refreshening. It is anticipated that a year or two later will see the introduction of the Kamal SUV, 169, and possibly the B-segment Mi.To (as a competitor for the MINI Cooper). As with the 8C Competizione, Alfa Romeos will be initially sold at Maserati dealers throughout United States. Alfa Romeo and Chrysler are currently in discussions, with Alfa Romeo possibly using Chrysler manufacturing plants that have been shut down due to unneeded product.

Now when parent company Fiat has 20% share of Chrysler the Alfa Romeo return will probably start with Alfa Romeo MiTo.

## **Automotive**

### **Alfa Romeo MiTo**

A 3-door sporty super mini launched in June 2008.

### **Alfa Romeo 147**

The 147 is small family car produced by Italian automaker Alfa Romeo since 2000. It is based on the running gear of the larger 156 saloon, which was in production from 1997 to 2005. The most powerful GTA version uses the traditional name from the Alfa Romeo GTA. It will be replaced with 149 in 2010.

### **Alfa Romeo 159**

Current mid-size saloon, introduced in production form at the 2005 Geneva Motor Show. The 159 is available with four different petrol engines and three diesels. 159 Sportwagon is an estate version of this car. Was launched in 2005 to replace the 156.

### **Alfa Romeo GT**

Front-wheel drive, Bertone designed, coupe'. The GT was introduced in 2004 and is based on the 156 sedan, which ceased production the following year. Engine options include three petrol versions (1.8L, 2.0L, 3.2L V6), the 3.2L V6 has been discontinued in some countries, but is still available in others and one turbo-charged diesel (1.9L) version. Interior is based heavily on the 147.

## **Alfa Romeo Brera**

The car is a 2+2 coupe designed by Giorgetto Giugiaro and manufactured by Pininfarina. It was originally introduced as a concept car at the 2002 Geneva Motor Show, and was launched in 2005 as successor to the decade-old GTV. The production version maintained the exterior appearance almost exactly but on a smaller scale.

Spider

## **Alfa Romeo Spider**

A roadster variant of Brera coupe was introduced at the 2006 Geneva Motor Show. The car replaced the Spider 916 model, introduced in 1995. Pininfarina assembles this car alongside the Brera in San Giorgio Canavese, Italy.

## **Alfa Romeo 8C Competizione**

Limited edition supercar presented as a concept car at the 2003 Frankfurt Motor Show and later put into limited production (500) for the 2007 model year, with a limited run of 500 Spider (Convertible) versions the following year. The car uses a Ferrari/Maserati-derived 4.7l V8 engine, producing 450 metric horsepower (330 kW).

## **Future models**

- Alfa Romeo Milano (Expected-2010)
- Alfa Romeo Giulia (2011) (Expected-2011)
- Alfa Romeo 169 (Expected-2011)
- C Crossover (Expected-2010)

## Historic models

Alfa Romeo Cars		
	1910-1920	24 HP
1910	1910-1911	12 HP
	1911-1920	15 HP
	1913-1922	40-60 HP
	1921-1922	20-30 HP
	1920-1921	G1
	1921-1921	G2
1920	1922-1927	RL
	1923-1925	RM
	1927-1929	6C 1500
	1929-1933	6C 1750
	1931-1934	8C 2300
1930	1933-1933	6C 1900
	1934-1937	6C 2300
	1935-1939	8C 2900
1940	1938-1950	158
	1939-1950	6C 2500
	1950-1958	1900
	1951-1953	158/159
1950	1951-1953	Matta
	1954-1962	Giulietta
	1958-1962	2000
	1959-1964	Dauphine
	1962-1968	2600
1960	1962-1976	Giulia Saloon
	1963-1967	Giulia TZ
	1963-1977	Giulia Sprint



	1965-1967	Gran Sport	Quattroruote
	1965-1971		GTA
	1966-1993	Giulia	Spider
	1967-1969	33	Stradale
	1967-1977	1750/2000	Berlina
	1970-1977		Montreal
	1972-1983		Alfasud
	1972-1984	Alfetta	saloon
1970	1974-1987	Alfetta	GT/GTV
	1976-1989	Alfasud	Sprint
	1977-1985	Nuova	Giulietta
	1979-1986	Alfa 6	
	1983-1994		33
	1984-1987		Arna
1980	1984-1987		90
	1985-1992		75
	1987-1998		164
	1989-1993	SZ/RZ	
	1992-1998		155
	1994-2000		145
1990	1994-2000		146
	1995-2006	GTV/Spider	
	1997-2005		156
	1998-2007	166	

## Concepts



Design has always played a large role in the history of Alfa Romeo. There have been many Alfa Romeo concept cars, often made by famous design houses and designers. The BAT series of concepts from the 1950s was a joint collaboration project with the Italian design house Bertone. Other famous Italian coachbuilders and design houses like Pininfarina, Bertone, Zagato and ItalDesign-Giugiaro have also played a great role in Alfa Romeo's history, and even today some of models are designed and constructed by these great names.

## **Other production**

Although Alfa Romeo is best known as automobile manufacturer it has produced also commercial vehicles, railway locomotives, tractors, buses, trams, compressors, generators, cookers, marine and aircraft engines.

## **Aircraft engines**

An Alfa engine was first used on an aircraft in 1910 on the Santoni-Franchini biplane. In 1932 Alfa Romeo built its first real aircraft engine the D2 (240 bhp), which was fitted to Caproni 101 D2. In the 1930s when Alfa Romeo engines were used for aircraft on a larger scale; the Savoia Marchetti SM.74, Savoia-Marchetti SM.75, Savoia-Marchetti SM.79, Savoia Marchetti SM.81 and Cant Z506B Airone all used Alfa Romeo manufactured engines. In 1931, a competition was arranged where Tazio Nuvolari drove his Alfa Romeo 8C 3000 Monza against a Caproni Ca.100 airplane. Alfa Romeo built various aircraft engines during World War II; the best known was the RA.1000 RC 41-I Monson, a licensed version of the Daimler-Benz DB 601. This engine made it possible to build efficient fighter aircraft like the Macchi C.202 Folgore for the Italian army. After World War II Alfa Romeo produced engines for Fiat, Aerfer and Ambrosini. In the 1960s Alfa Romeo mainly focused upgrading and maintaining Curtiss-Wright, Pratt & Whitney, Rolls-Royce and General Electric aircraft engines. Alfa Romeo built also Italy's first turbine engine, installed to the Beechcraft King Air. Alfa Romeo's Avio division was sold to Aeritalia in 1988, from 1996 it was part of Fiat Avio. Alfa Avio was also part of developing team to the new T700-T6E1 engine to the NHI NH90 helicopter.

## **Trucks, light commercial vehicles**

In 1930 Alfa Romeo presented a light truck in addition to heavy LCVs based to Büssing constructions. In the Second World War Alfa Romeo also built trucks for the Italian army ("35 tons anywhere") and later also for the German Wehrmacht. After the war, commercial motor vehicle production was resumed. In co-operation with FIAT and Saviem starting from the 60s different light truck models were developed. The production of heavy LCVs was terminated in 1967. In Brazil the heavy trucks were built still few years by Alfa Romeo subsidiary Fábrica Nacional de Motores under the name FNM. Last Alfa Romeo vans were Alfa Romeo AR6 and AR8, which were rebadged versions of Iveco Daily and Fiat Ducato. The company also produced trolleybuses for many systems in Italy, Latin America, Sweden, Greece, Germany, Turkey and South Africa. Later, Alfa Romeo concentrated only on passenger car manufacturing.

## **LCVs**

- Romeo (1954-1958)
- Romeo 2 (until 1966)
- Romeo 3 (1966)
- A11/F11
- A12/F12 (until 1983)
- AR8 (based on first generation Iveco Daily)
- AR6 (based on first generation Fiat Ducato)

## **Trucks**

- Alfa Romeo 430 (1942-1950)
- Alfa Romeo 500
- Alfa Romeo 800 (1940-1943)
- Alfa Romeo 900
- Alfa Romeo 950
- Alfa Romeo Mille (Alfa Romeo 1000)
- Alfa Romeo A19n (Saviem license)

## **Buses**

- Alfa Romeo 140 A.
- Alfa Romeo 900 A.
- Alfa Romeo 950.
- Alfa Romeo Mille (Alfa Romeo 1000).

## **Trolleybuses**

- Alfa Romeo 110AF (1938)
- Alfa Romeo 140AF (1949)
- Alfa Romeo 900
- Alfa Romeo Mille (Alfa Romeo 1000)

## **Alfa Romeo sponsorships**

In 2002 was launched the first Alfa Romeo super maxi yacht and Neville Crichton's new super maxi Alfa Romeo 2 was first tested in 2005, this 30-metre (98 ft) ship is successor to the world champion of the same name. The first Alfa Romeo super maxi took around 74 wins, including the 2002 Rolex Sydney Hobart Yacht Race.

Alfa Romeo is also sponsoring SBK Superbike World Championship and Ducati Corse since 2007. The Alfa Romeo MiTo 3-door sporty supermini is used as safety car in Superbike World Championship events.





















