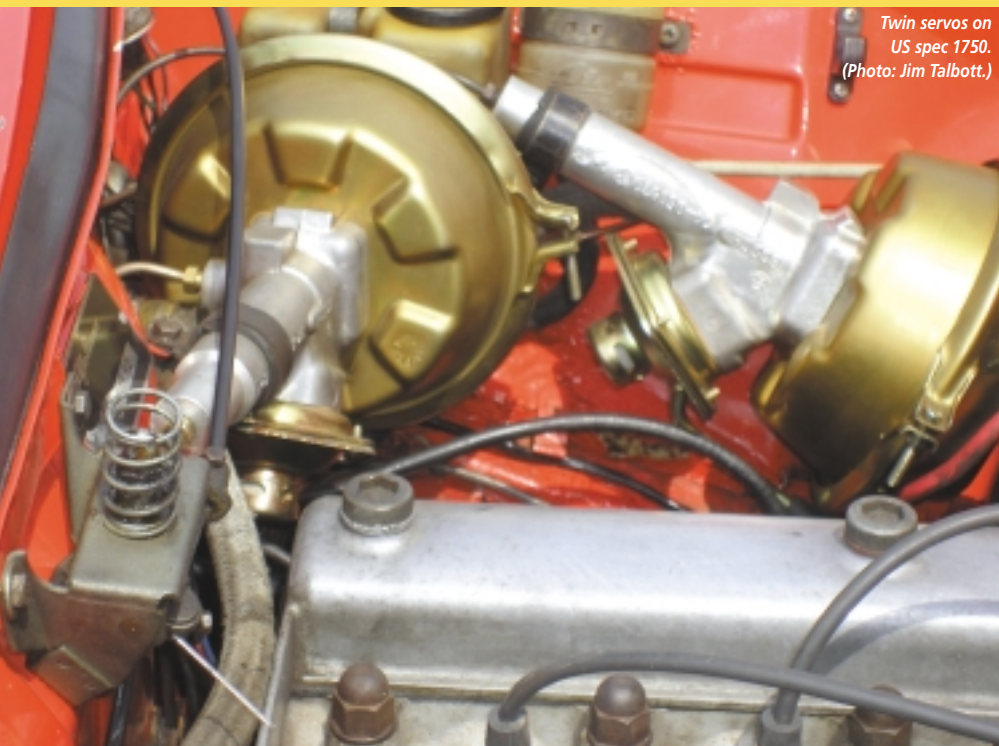




Plain hubcaps and fixed quarter lights apparent on Axel Laflamme's 1300 Junior. (Photo: Phil Gotts.)



Interior of Ian Edwards' Junior. Note two spoke wheel. (Photo: Chris Savill.)



Twin servos on US spec 1750. (Photo: Jim Talbott.)



were manufactured (382 RHD) before its replacement arrived.

### Two new Spiders

In 1968 Alfa Romeo launched the 1750 Berlina as a larger supplement to the existing Giulia range, which now included a 1300 TI saloon, as well as a 1300 Junior Coupe. As well as receiving the new running gear, the GTV received a major body and interior work over, but the Spider was much as before. One external difference was the side repeaters, which were now round items in front of the wheel arch, in line with the US spec cars, although early cars stuck with the status quo. Internally the main changes were a larger chromed ashtray/cigarette lighter and a wood rim steering wheel. Headrests were now available as an option.

Mechanically the car received a major revision. The new 1779cc engine produced 122 bhp @5500rpm and maximum torque of 127lb ft @2900rpm. A major improvement over the 1600 and the cars drivability was greatly improved. Naturally enough these changes were favourably received by the press who praised the increased flexibility without the loss of liveliness. Motor recorded a top speed of 116.4 mph and a 0-60 time of 9.2 seconds. They did, however achieve a best one-way speed of 118.6. Overall fuel consumption was 24.1 mpg. but they commented that 30-mpg was easily obtainable with normal driving. Weber DCOE 32 carburetors were fitted to the new unit.

In line with the rest of the range, the 1750 Spider

