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# THE STATE OF THE ART

*By Mario Andretti*

“Alfa Romeo’s Formula I Racing Team, its engineers and I know “State-of-the-Art” means that we have done all that can be done to insure that man and technology have come together for maximum performance; maximum power, maximum efficiency.

At Alfa Romeo, the Formula I “State-of-the-Art” techniques are translated directly to our new Alfa Romeo Coupé. Probably the most powerful performance machine Alfa has ever sold in America.

**THRUST:** The Alfa Romeo 2.5 litre V-6 engine was born from the technology developed for Alfa’s classic racing machines.

The engine block is cast of lightweight aluminum alloy in a 60° vee configuration. It significantly reduces torsional vibration and provides exceptional balance throughout the power range. The combustion phases are thus equally distributed over the crankshaft within 120°. With other vee configurations the combustion cycles vary from 90° to 150° causing high torsional vibration.

Racing experience is reflected throughout Alfa’s V-6. Common practice with vee engines is for all cylinders to inexpensively share one camshaft. Alfa uses two camshafts, one above each bank of cylinders. Cool running sodium filled exhaust valves and a forged steel crankshaft, treated by the process of nitriding for high surface strength and increased load capacity, are used exclusively. Racing practice? Of course. Expensive? Yes. But anything less would be an unacceptable compromise.

The fuel injection system is the Bosch L-Jetronic, designed to Alfa Romeo’s exacting tolerances. So the Alfa driver experiences easy starting, flexible low speed performance and, of course, impressive power on demand. All this with surprising fuel economy.\*

**PERFORMANCE:** The new GTV 6/2.5 Coupé is indeed a Grand Turismo, a touring car with an overall balanced performance that is “State-of-the-Art.”

Handling starts with a design that positions the gearbox, flywheel and double disc clutch at the rear of the car for more even weight distribution. Lowering the unsprung weight improves ride and handling. That’s why Alfa uses cast “Elektron” alloy wheels instead of heavier steel.

Alfa chose the sophisticated DeDion rear suspension with Watts linkage instead of a more conventional solution. This system combines the best features of live axles and independent suspensions. The rear wheels have low unsprung weight and are always perpendicular to the road for maximum adhesion.

At the front of the car, an independent front wheel suspension is used with torsion bars arranged longitudinally to allow road shocks to be transmitted vertically and absorbed by the wishbones and a hydraulic steering damper to improve steering control.

Disc brakes are found on all four wheels. The GTV’s front discs however, are vented for superior cooling and the rears are inboard to further reduce unsprung weight.

**AERODYNAMICS OF STYLING:** Sleek body lines are Italian design tradition. But the Alfa Romeo GTV 6 goes beyond the traditional esthetics. Wind tunnel tested, its aerodynamic shape slices the air cleanly, thus reducing both wind noise and fuel consumption.\* Inside, air conditioning is standard. Its wedge shape, windshield rake, Kam spoiler designs are all born of Alfa’s racing experience.

The new Alfa Romeo GTV 6/2.5 Coupé.  
“The State-of-the-Art.”

\*<sup>17</sup> EPA EST. MPG. 28 EST. HIGHWAY MPG. Use EPA EST. MPG. for comparison. Your mileage may vary depending on speed, weather and trip length. Actual highway mileage will probably be less.

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