



The Alfa 1900 Sport, with special chassis for coachbuilders, is the basis for this coupe by Touring which is capable of 110 mph.

# Alfa 1900

Jumping flat-footed into the modern production world, Alfa Romeo has come up with a truly outstanding, small, four-cylinder car. It is doubtful whether one can find its equal in specifications and performance.

Designed specifically to cater to a portion of the public which is unable to buy the higher priced Alfa cars, the neat, highly efficient, four door, 5/6 passenger sedan manages to combine quite startling performance with nearly maximum economy.

The 1884 cc engine has a bore and stroke of 82.5 x 88 mm—almost square—and develops 80 hp at 4800 rpm.

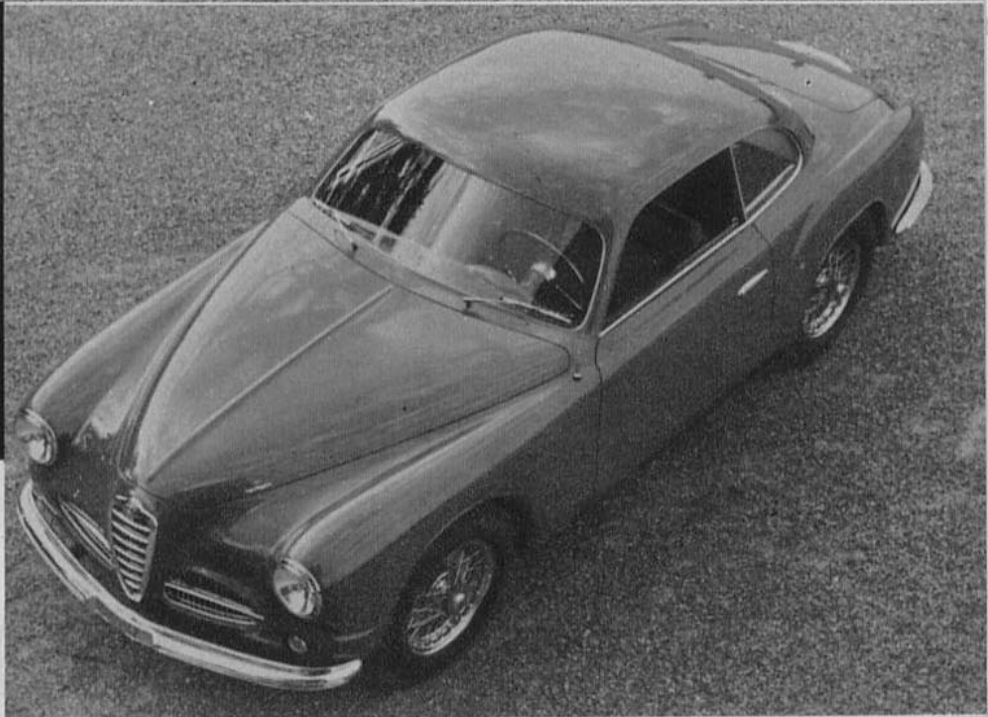
What the buyer of this 1900 series Alfa will find surprising is that a car in the medium price range comes equipped with double overhead cams and inclined valves. Americans who enjoy modifying their cars for greater performance will find no better basic engine in the small category.

Like the 2500 cc Alfa, the gear box of the smaller car is synchro-mesh in all four gears, but the wheelbase is shorter: 103 inches.

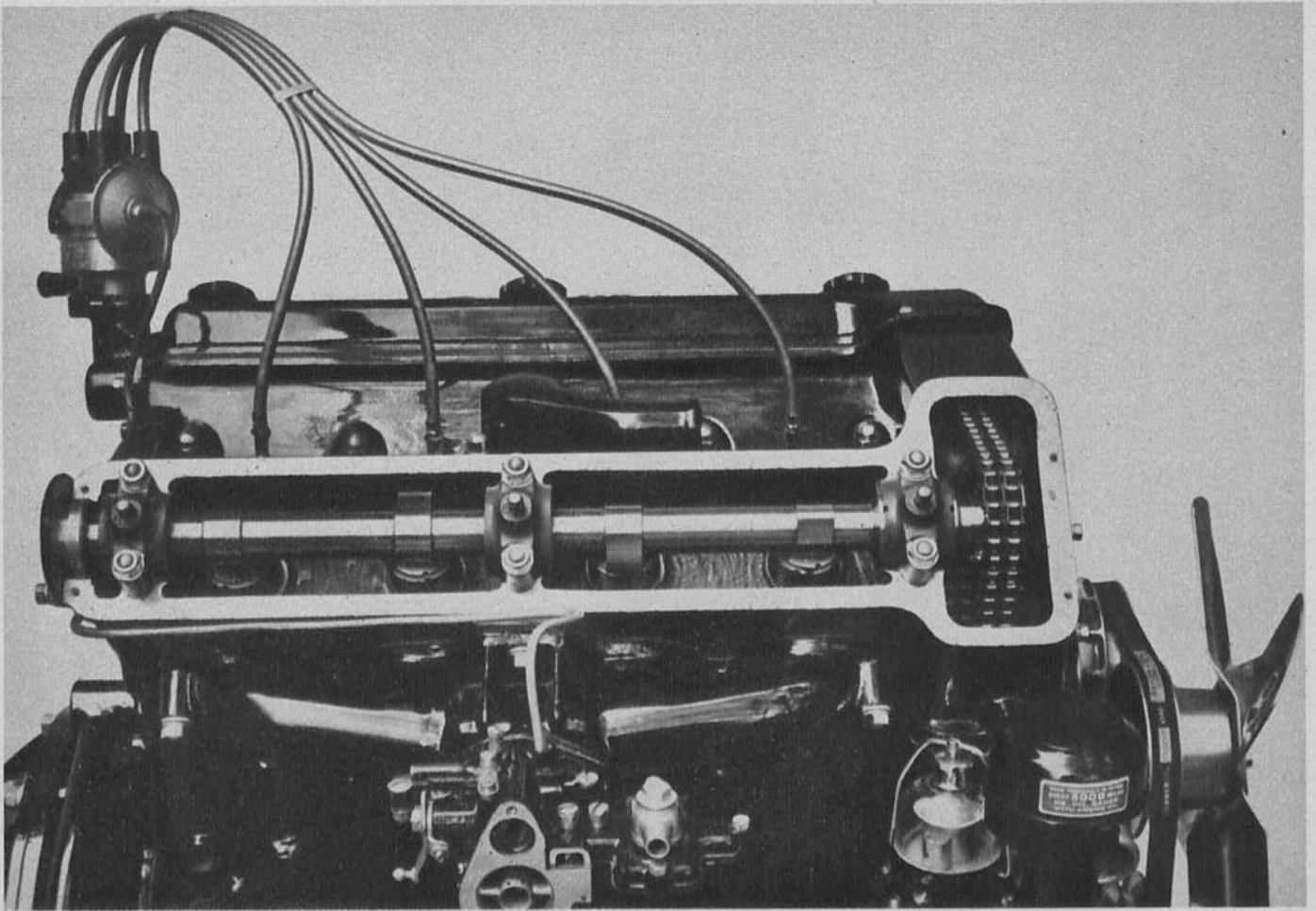
The luxury of the 2500 Alfa is not present in the new smaller version, but from the front of the traditional Alfa grille to the neat, sloping rear end of the car, the 1900 makes a very good impression.

Top speed, as recorded in England recently, was 90 mph for a two-way average, while under the most favorable conditions, 100 mph was reached. Such speeds in this type of small family sedan are nearly unbelievable, but we have the word of our highly esteemed English colleague, Laurence Pomeroy, Technical Editor of the British magazine, *Motor*.

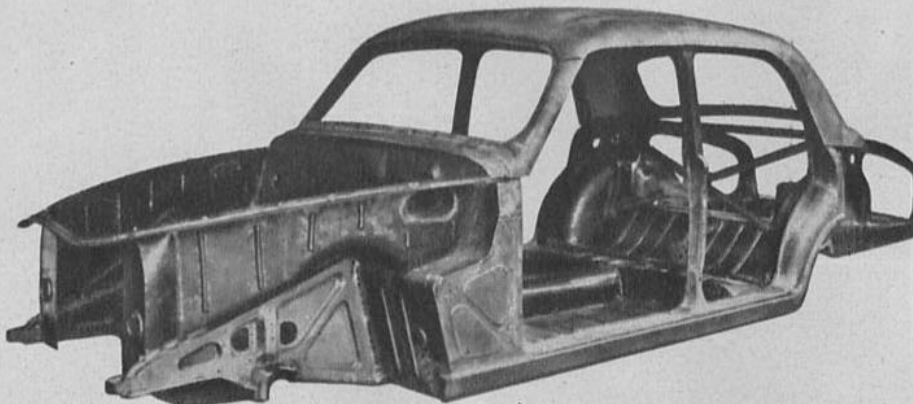
Further news from Mr. Pomeroy states that the little Alfa handles like a sports car and is difficult to confuse, even on the sharpest corners.



At right, an impressive line-up of Alfas ... 1900s in foreground, 2500s in rear.

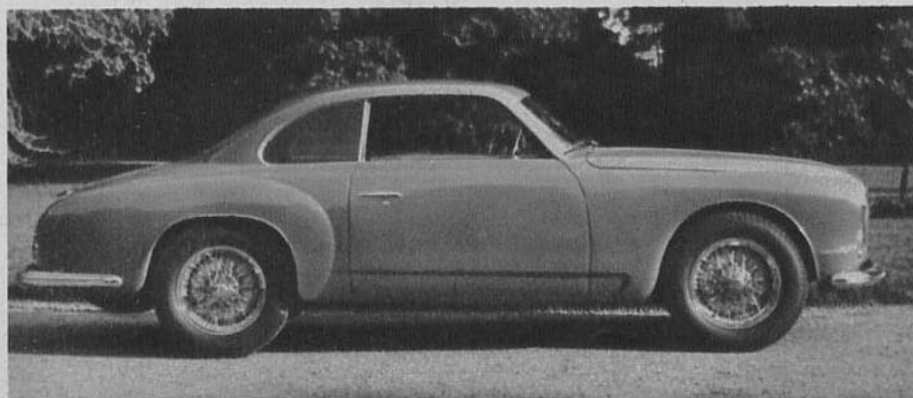


Four cylinder, dohc Alfa . . .



Integral body . . . chassis . . .

Touring Alfa 1900 Series . . .



Handling, from all reports, is exactly suitable to the sports car lover, and it occurs to *Road and Track* that here would be an ideal car for the forgotten man—the man who loves sports motoring but whose way of life (wife, children, shopping, etc.) prevents him from going all out for a true sports car.

A further appeal to the American will be the left-hand steering and the powerful and efficient hydraulic brakes. But most of all—with gasoline prices mounting up and up—the car is an actual economy car. At a steady 50 mph, nearly 40 mpg have been recorded, and the owner can depend on at least 25 mpg with *any* kind of driving!

The interior of the car is finished in cloth or plastic upholstery — as the buyer may choose—and a very efficient heater is installed in the car at the factory.

It would be a good sight—seeing these Alfa Romeos in great numbers on the American streets. It would be a great step in the direction of alleviating many of the really serious traffic and parking problems, which are day by day growing worse, in not only the major cities but the outlying districts as well.

1900 Alfa rear assembly . . .

