

145



## THE HIGH ACHIEVER

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Since the inception of the company at the beginning of the century, Alfa Romeo engineers and designers have sought progress through evolution. Their aims and ambitions have been fulfilled across the years through ongoing development programmes that have been meticulously and methodically designed to improve every aspect of automobile artistry and manufacture, from concept sketches on the drawing board through to sheet metal reality on the road. With an open brief to expand still further the frontiers of technological excellence, the team members of the 145 project have dedicated their enthusiasm, knowledge and expertise to producing a modern classic that delivers all the facets and attributes demanded by today's discerning motorist.

Alfa Romeo's sporting traditions go back to the day the factory gates first opened: the original ALFA in 1910 was a 24hp model, capable of a staggering 62mph! In more modern times, this heritage has been augmented by the legendary Giulietta, Alfasud, GTV and 33, giving Alfa Romeo an unrivalled reputation for producing world-beating sports saloons and hatchbacks. Now with the 145 entering the model line-up, that legacy of dynamism lives on. Not only does it comfortably achieve its creators' aims in terms of performance, handling, comfort and safety, it also manages to exude those intangible qualities that are quintessentially Alfa Romeo: passion, panache and unbridled brio.





Alfa 145





Alfa 145





# THE FLUID ELEGANCE OF ITALIAN DESIGN

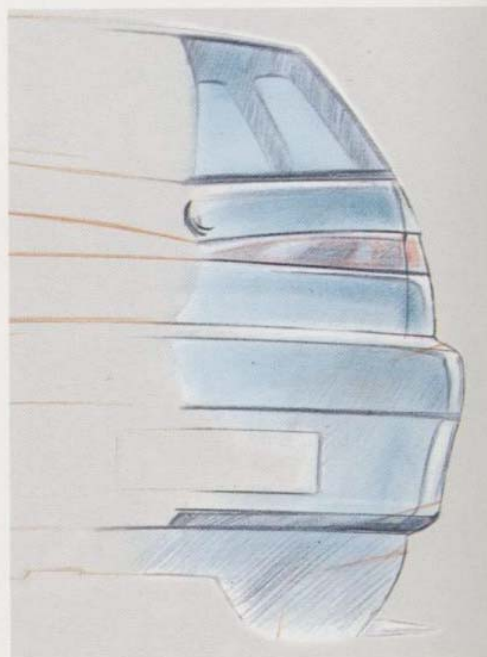
In keeping with tradition, the car's bonnet is dominated by the Alfa Romeo badge.

The aerodynamically-efficient wedge shape of the 145 combines with a truly distinctive profile.

Ask anyone where the world's most exotic and exciting cars come from and the answer will always be Italy. The design houses of Milan and Turin have an unrivalled reputation for cultivating and nurturing style experts with a unique appreciation for aesthetics and proportion.

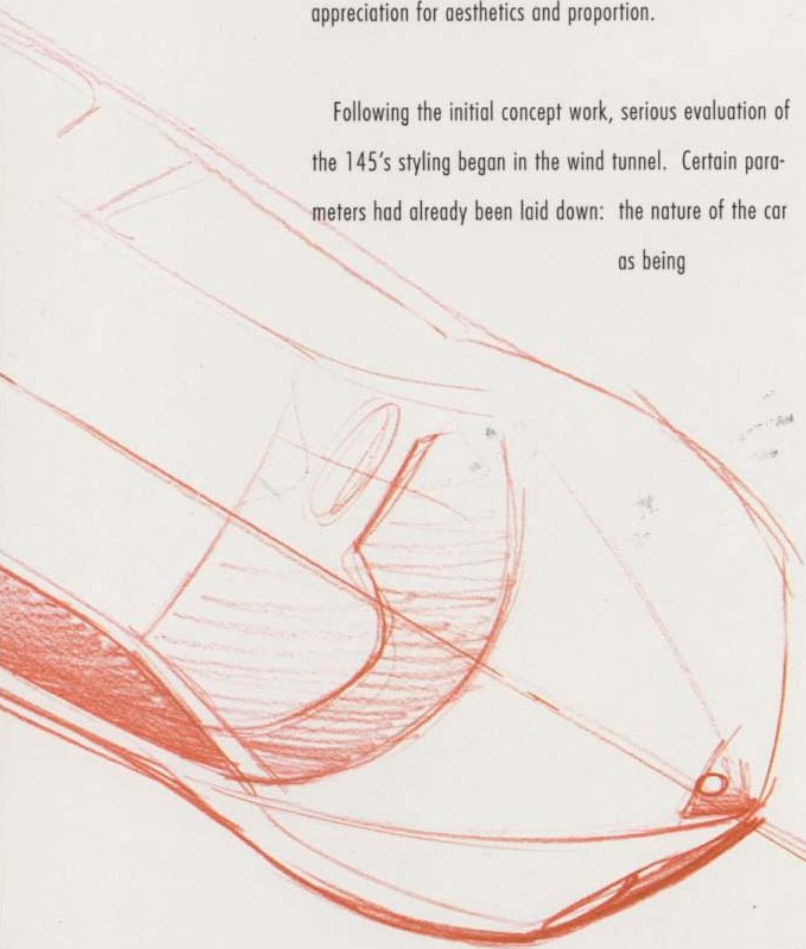
Following the initial concept work, serious evaluation of the 145's styling began in the wind tunnel. Certain parameters had already been laid down: the nature of the car as being

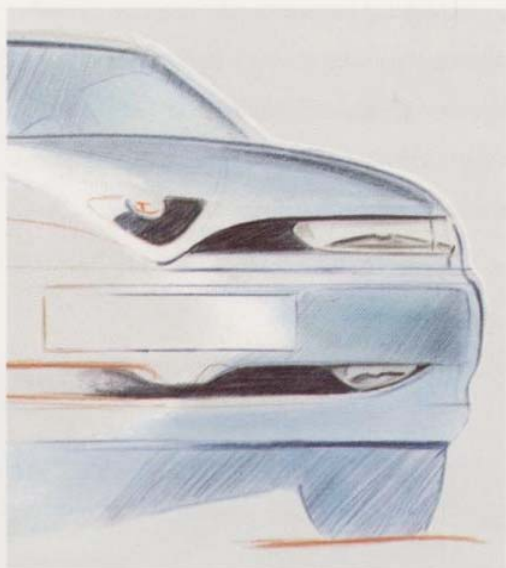
a three-door, five seater hatchback dictated many of its dimensions and characteristics; engine options, drive-train, market positioning and consumer expectations influenced others. Soon, after painstaking research into a thousand and one variables and using the latest CAD/CAM computer technology, the overall shape was pronounced, and the fine-tuning of the bodysell began. Some fundamentals, such as the optimal rake of the pillars and the angle of the wind-screen were determined by the air-resistance studies, but such was the genius of the 145 design team that any temptation to let the laws of aerodynamics take control and pro-



duce a bland "jelly-mould" shape was firmly resisted. The result is a visual triumph, an Alfa Romeo worthy of its illustrious predecessors.

The aerodynamically-efficient wedge shape of the 145's body causes the profile of the car to plunge aggressively downward at the front, supported by a sloping waistline which makes it seem to lean forward in the classic Alfa



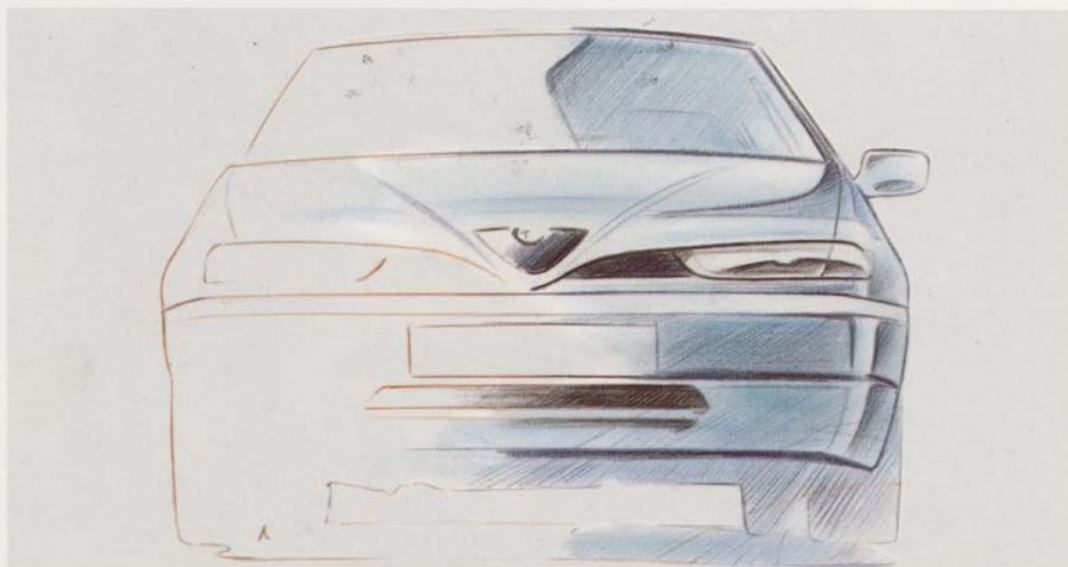


Romeo sporting tradition. Two converging rib lines then further emphasise this forward thrust and at the same time provide a visual link that connects the front and rear light clusters.

The front of the car is dominated by the famous Alfa Romeo emblem. To enhance this as a focal point and help demonstrate the sporty nature of the car, deep contours run the length of the bonnet in keeping with other models within the current range. At the rear, the 'V' shaped hatchback

window echoes the front-end styling, whilst the sloping unibloc rear-light clusters draw the eye once more to the Alfa Romeo badge on the tailgate.

To minimise its drag coefficient, all four wheels of the 145 align flush with the wings, its door handles retract into the body and its fog lamps (where fitted) are recessed into the front spoiler which is itself incorporated into the front bumper to provide a smooth nose section that cuts cleanly into the airstream. A deep waistline results in the largest possible window area, aiding visibility and consequent driving safety. Overall, the car sits low on the road, with an unladen height of less than 143cms. Not only does this assist cornering by maintaining a low centre of gravity, it also pays dividends in terms of stability when confronted with high crosswinds. Integrated into these dimensions are the poly-elliptical twin-lamp front light clusters which, being smaller yet more efficient than conventional units, serve to streamline the front section even more.



Producing an aerodynamically-efficient concept prototype for wind tunnel testing is a relatively easy proposition. However, achieving a Cd of 0.32 is far more difficult in reality when the object in question is a production line model with necessities like opening doors, bonnets and tail-gates. With this in mind, the 145 is machined and built to

the most exacting tolerances in order to achieve optimum resistance to air intrusion. This is further aided by the widespread use of specialist fixings and seals to ensure the highest standards of soundproofing and the elimination of vibration in the passenger compartment.



Naturally, great care is taken to ensure that each and every 145 is built to last. The bodywork is constructed of galvanized, high grade steel which goes through a total-immersion cathaphoretic dip and is then given two coats of enamel and one of varnish. The underbody is coated with a layer of PVC to provide still further protection against chips

and scrapes, whilst robots treat exposed mechanical components with bituminous wax. These sophisticated techniques combine to produce a car of quality and distinction that's destined to maintain its superb looks for years to come.



## COMFORT AND SPACE

The cabin of the 145 is a masterpiece of ergonomic layout and interior design.

Driving pleasure is enhanced by the anatomically designed seats, easy-to-read instrumentation, excellent ventilation and class-leading head and elbow room.

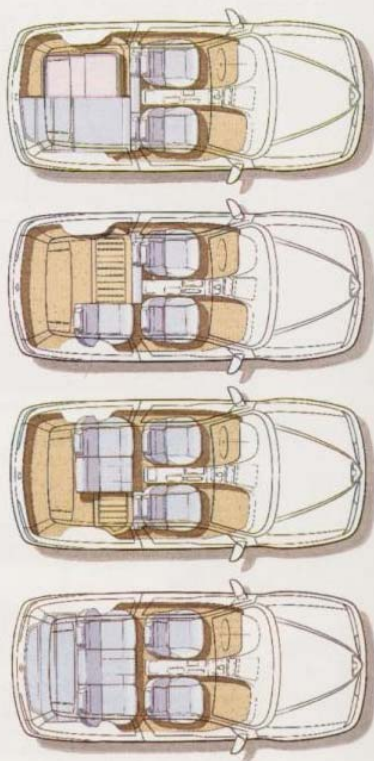
Developed in the styling studios of Alfa Romeo, the interior of this car is a testament to the art of the designer, the craftsmanship of the upholsterer and the expertise of the ergonomics specialist.

Critical to the overall safety of any vehicle and its occupants is driver relaxation. In the 145 this starts with the intrinsic quietness resulting from the

superbly aerodynamic  
bodyshell.

All mechanical parts are precision-honed for minimum noise and vibration and the engines are manufactured to within micro-tolerances for smooth and silent running. Ample noise-deadening material is applied to those areas requiring additional sound-proofing. All this forms an excellent foundation upon which to create a relaxed driving environment.

Both front seats adjust for reach and rake, whilst the steering wheel can be raised or lowered for optimum comfort. The anatomically-designed seats are made with differing grades of foam padding in specific areas, since the body exerts varying pressures on different parts of the seat. They also contain special panels to maintain posture and feature an internal "anti-submarining" ridge, which, in the event of an accident, prevents the body from sliding out from



beneath the seat belt. A driver's air bag is standard on all models as an additional safety feature.

malfunctions. The central console houses the secondary switches, including the electronic tailgate release button (on the 1.6L and 1.7 16v), and a digital clock. For those who do actually welcome a little intrusive noise, the very latest stereo radio cassette



Conforming to the most advanced ergonomic criteria, all major controls are positioned exactly where the driver requires them for easy operation.

Gearshift, steering wheel, hand brake, control levers and switches are all readily to hand, whilst in the footwell, the clutch, brake and accelerator pedals are all correctly aligned and well spaced for maximum comfort.

On the dashboard, the analogue instruments are laid out clearly and logically. They comprise an electric speedometer with mileometer and trip counter, a rev counter, water temperature gauge and fuel level gauge. These are then complemented by a comprehensive set of warning lights which alert the driver to the operation of ancillary equipment and possible

comes as standard with six loudspeakers for optimum acoustic performance.

Abundant storage space is located in all the right places: the front doors contain map pockets, the front seats feature pockets at the back, up front there is a lockable, illuminated glove compartment, whilst all around there are specially sculpted oddment trays.

Loading luggage into the cavernous rear is facilitated by the large, high-lift tailgate and the low height of the cargo-deck. The back seats are asymmetrically

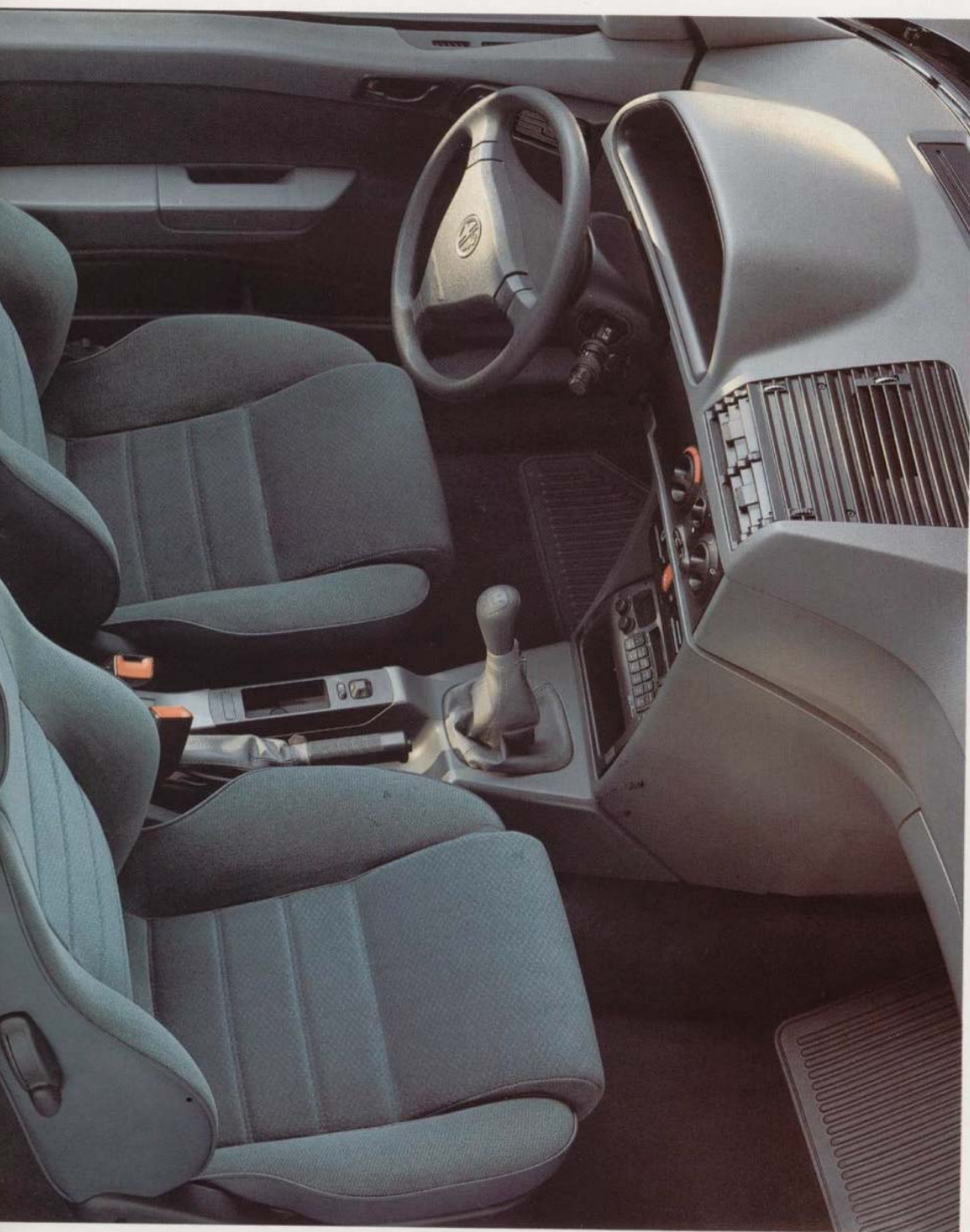
split 60:40 to add to the 145's all round practicality. A specially fitted luggage cover then protects belongings from prying eyes.



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A sophisticated bi-level ventilation system delivers warm and cool air to the upper and lower vents.

For fresh air enthusiasts, a tilt/slide electric sunroof is also available.



## TECHNOLOGICALLY SUPREME

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The classic Alfa Romeo Boxer engine delivers power, torque and unrivalled performance.

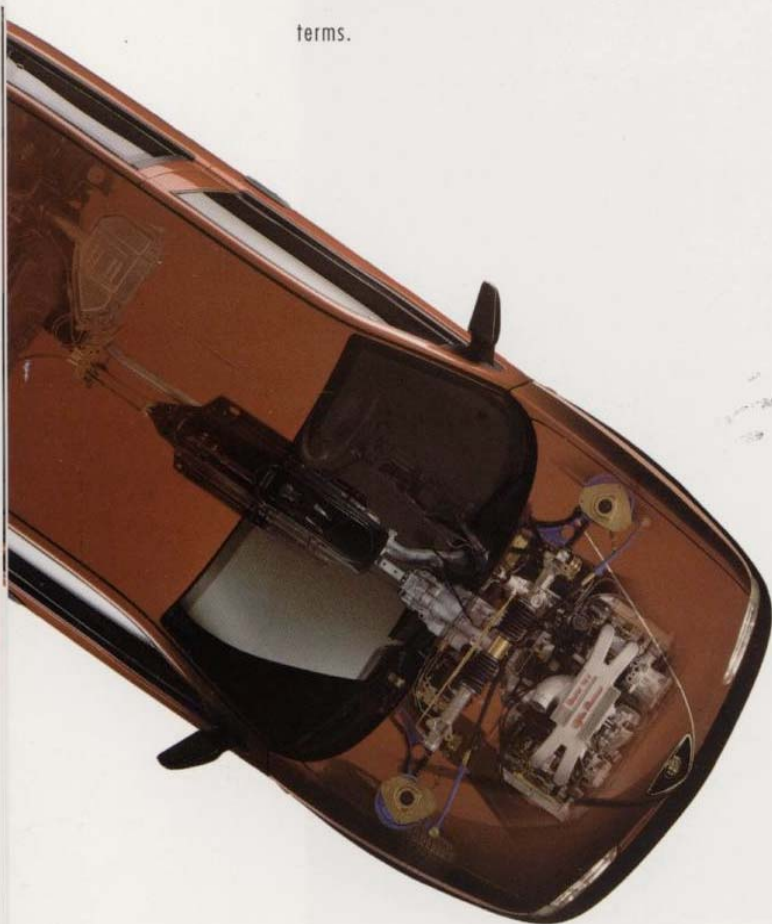
Economical and reliable, the 145's engines require servicing at 12,000 mile intervals.

One look at the sporting lines of the 145 and you would be correct in assuming that here is a machine that was born to perform. Its technological supremacy makes it a clear class leader in performance terms.

However, the way this performance is delivered depends on the engine selected: 1.6 litre, 8-valve or 1.7 litre 16-valve units being the choice.

Both have three things in common - outstanding reliability, a tremendous power potential plus remarkable fuel economy.

The two engines share the same flat-four "Boxer" configuration that has been so successful for Alfa Romeo over the years. Compared with rivals that feature a "conventional" cylinder arrangement, these units generally develop higher levels of power and torque and deliver better balance and equilibrium. The opposed cylinder layout makes for an extremely compact engine which is located low down in the engine bay, with rubber supports on a secondary frame to minimise noise intrusion into the cabin. The engines are installed "in-line" under the bonnet to fully exploit the width of the engine bay which has enabled the designers to minimise bonnet length and maximise interior dimensions. With a low centre of gravity there are obvious benefits in terms of handling, road holding and driveability and the compact nature of the Boxer unit also permits the car's front section to be low, sleek and streamlined - an aid to aerodynamics and overall fuel consumption.



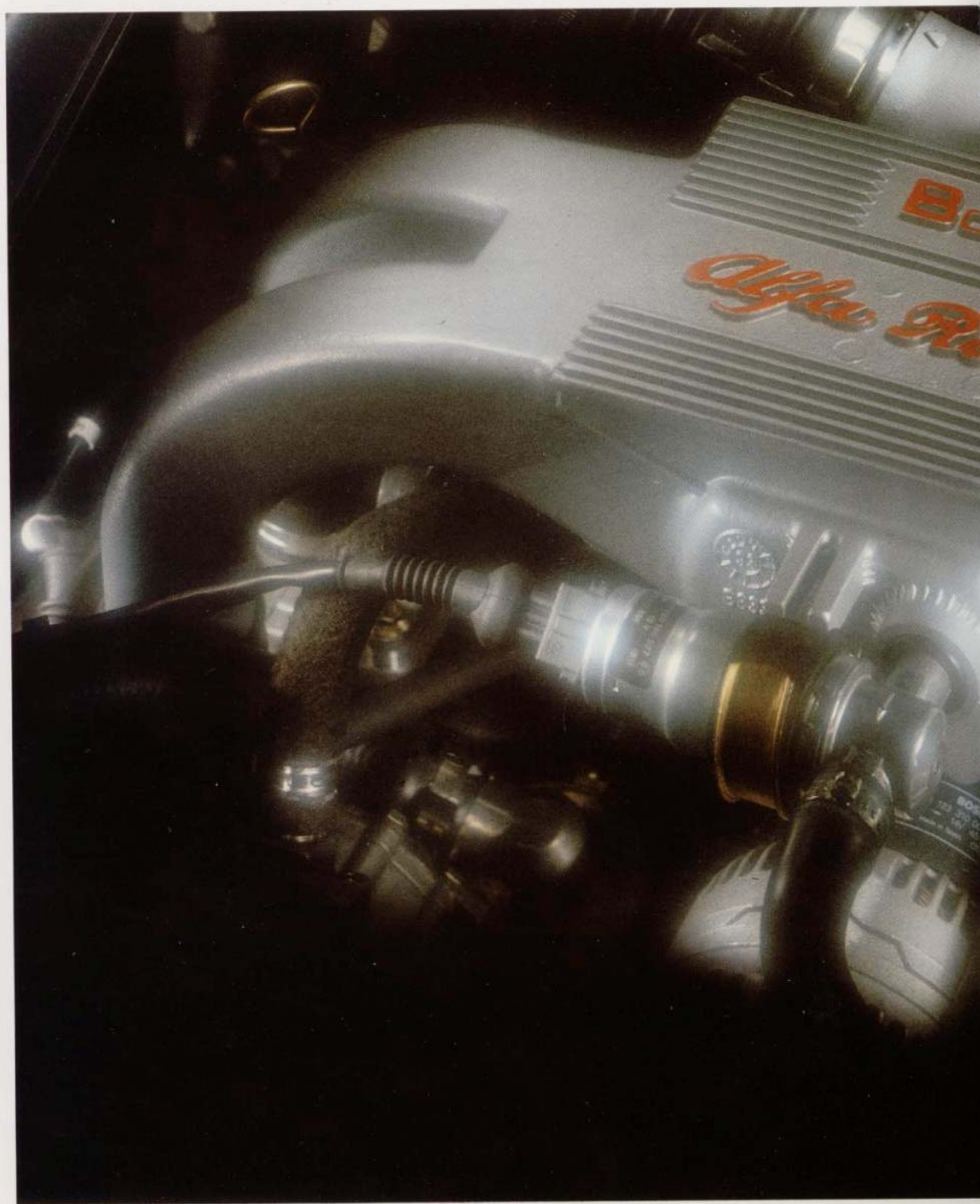


The remarkable mechanical efficiency of the Boxer engine also pays dividends in terms of long term reliability, a fact supported by the service intervals being scheduled at 12,000 miles. Both engines are fitted with three-way catalytic converters incorporating a lambda probe to neutralise exhaust emissions and naturally they run on lead-free petrol.

The front suspension of the 145 utilises MacPherson struts, cast iron transverse wishbones, offset coil springs and an anti-roll bar, whilst the rear consists of coil springs and longitudinal trailing arms attached to an auxiliary frame with rubber shock absorbing blocks, giving consistent directional stability.

The braking system consists of a double crossover circuit with an 8" servo which, in conjunction with the front suspension unit, ensures optimum directional control even in the event of one of the brake circuits failing. The Bosch 2E ABS system, where fitted, features three channels and four sensors and provides the ultimate in stopping power.

Steering is power assisted to facilitate low speed cornering and parking, but at higher speeds is precise and positive. The five speed gearbox, is slick, smooth and with reduced selection-travel provides fast, accurate engagement.





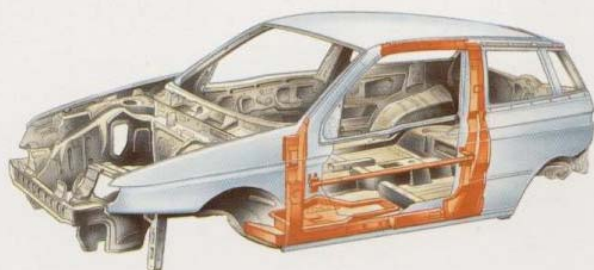
## THE SAFETY ZONE

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Reinforced body with special crumple zones, a collapsible steering column, a driver's air bag and fire-retardant materials are standard on all 145s.

The most important dynamics of the 145 are its built-in levels of active and passive safety. Right from the design stage, sophisticated CAD/CAM techniques were employed to arrive at scale models which were then tested and monitored to see how they would react to stress and deformation. Long before crash testing took place, the engineers were using this computer-generated information to optimise the car's overall construction and to eliminate any hidden areas of weakness likely to impinge on passive safety or long-term durability.

As a result, crumple zones were built into the car's structure, allowing inertia to be absorbed in places least likely to cause harm to the occupants. Even the grades of steel making up the bodywork vary - certain areas being rigid for maximum protection, others being less so to intentionally crumple and thus absorb the force of any impact. The body therefore protects the cabin, which acts as a non-deformable survival cell with side impact bars and reinforced roof supports



Such is the strength of the bars against longitudinal and transverse crumpling that the 145 already satisfies EU regulations which are not due to come into force until 1996 - and is the first car to pass their stringent new side-impact test.





Other key elements that account for the passive safety of the 145 include some items that might normally be considered to be performance characteristics. Acceleration, handling, road holding, stability and steering precision are all attributes that can actually prevent an accident from occurring in the first place. Then, allied to these facets are certain critical areas of the car's basic design such as the large glass area for maximum visibility, the attention paid to optimising rear vision and the anatomically correct driving position which reduces driver fatigue. All these factors add up to an intrinsically secure driving environment.

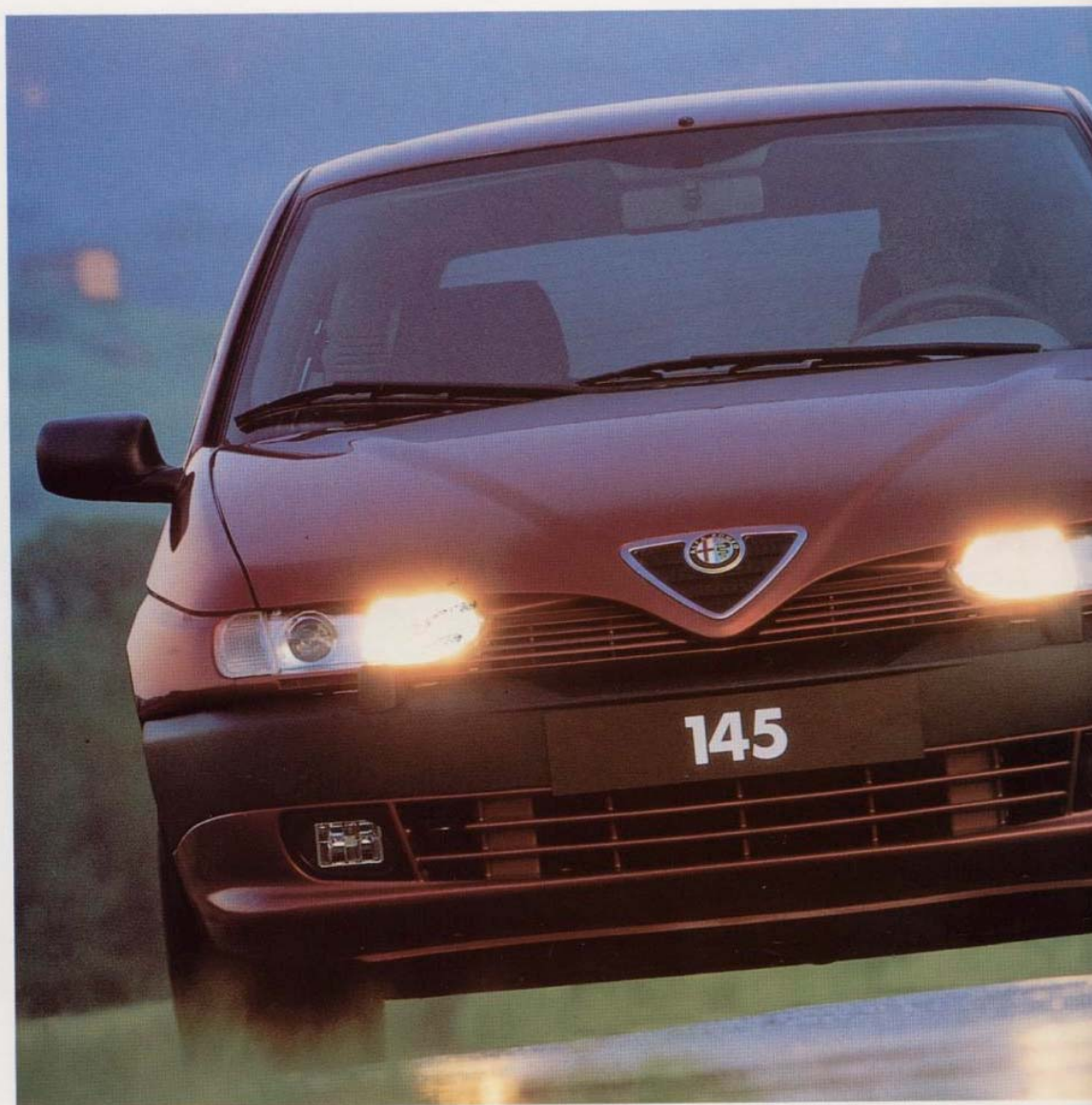
Active safety measures abound in the 145, starting with the driver's air bag which is standard on all models. Folded away in its own compartment in the steering wheel, the air bag is activated by collision sensors in the engine bay, just beyond the front wheels. A control unit governed by a safety sensor maintains the air bag in its deflated state until a frontal impact of a certain magnitude occurs. The front sensors then alert the control unit which sends

an impulse to a gas generator, which inflates the air cushion. The total time for this entire procedure is just twenty milliseconds - less than the blink of an eye.



FPS, the latest development in Fire Prevention Systems ensures that in the unfortunate event of an accident - sensors cut off the fuel supply to the engine, preventing fuel from escaping and reducing the risk of fire.

Height adjustable seatbelts with pre-tensioners, a special energy absorbing steering wheel plus collapsible steering column, a wraparound foam facia free from sharp edges or protrusions, the use of fire retardant materials for the interior trim, and a dual circuit



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braking system with large discs at the front and the ABS (where fitted) are additional features which add to an already comprehensive list of safety features.





# 145

1.6

1.6 "L"



## THE ALFA ROMEO 145 1.6 AND 1.6L

The 1.6 litre Boxer engine develops 103bhp which gives a top speed of 115mph.

A Bosch Motronic MP 3.1 engine management system controls the fuel injection and electronic ignition.

From the moment the starter motor is engaged, the performance potential of the 1.6 litre Boxer engine reveals itself in true Alfa Romeo fashion. Delivering 103 bhp at 6,000 rpm and 134.7Nm of torque at 4,500 rpm, the 145 1.6 proves flexible and well mannered in city traffic, yet powerful enough to hold its own for mile after mile of motorway cruising. Its top speed is 115 mph and 0-62 mph can be achieved in 11 seconds but statistics like this do not properly convey the car's true character. Its willingness to respond immediately from low revs makes the 145 a real joy, inspiring a totally relaxed and confident style of driving.

Controlling the engine's operation is a Bosch Motronic MP 3.1 multipoint engine management unit which oversees the fuel injection and digital ignition systems. Sensors measure outside and inside temperatures along with the air pressure before calculating the best mixture for optimum combustion. As a result, torque is increased, vapour burn is maximised, exhaust emissions are minimised and fuel economy is enhanced. The exhaust system, with its three-way preheated catalytic converter and lambda probe then ensures that noxious elements are prevented from reaching the atmosphere.

Fuel consumption figures are quite outstanding. At 56 mph the 145 1.6 delivers 46.3 mpg, at 75 mph 34.4 mpg and on the urban cycle a creditable 28.2 mpg.

Handling characteristics are exactly what you would expect from a car manufacturer with Alfa Romeo's sporting heritage. Independent suspension all round produces a limpet-like grip, with minimum body roll but no sacrifice in ride comfort. The power



steering makes light work of parking, yet is responsive at high speeds. When travelling over poor road surfaces the taut suspension provides excellent feed-



back to the driver, whilst the ABS on the 1.6L helps stop the car short under emergency braking conditions.

Orthopaedically designed seats, covered in hardwearing cloth, blend harmoniously with the carpet and interior trim. The feeling of well-being is heightened by the array of equipment which is ergonomically sited for ease of operation and by the multi-position seats and adjustable steering column which allow the driver to swiftly adopt the most comfortable driving position. Front and rear visibility is excellent through the tinted windows and directly in the driver's field of vision lies the comprehensive analogue instrumentation set out clearly beneath non-reflective glass. The ventilation system with its fan ensures a rapid flow of air through the cabin.

Secure in this superbly designed environment, all that's left to do is to turn the ignition key. And experience a performance that is uniquely 'Alfa Romeo'.





**145**

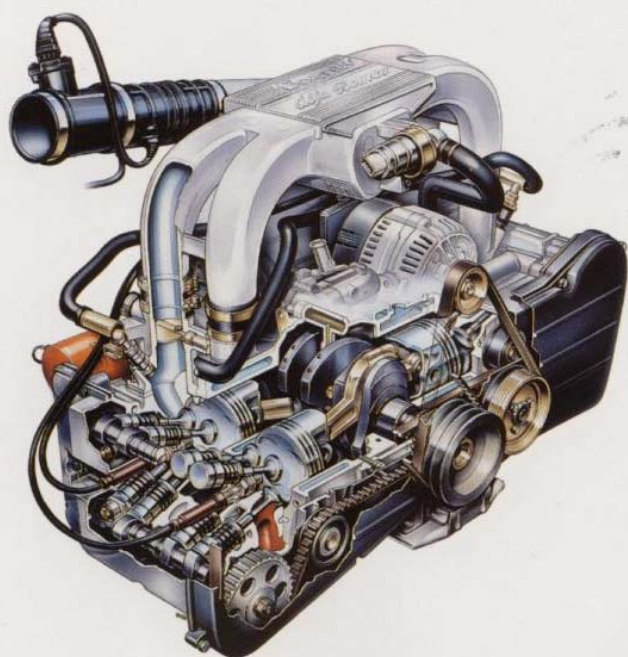
**1.7 16V**

## THE ALFA ROMEO 145 1.7 16V

The 1.7 litre, 16 valve Boxer engine develops 129bhp at 6,500 rpm, delivering a 0-62mph figure of 9.8 seconds and a top speed of 124mph.

Governing this performance is a Bosch Motronic MP 2.10.3. Multipoint engine management system which optimises fuel flow and ignition.

At the top of the 145 range, the 1.7 16v is dedicated to those individuals in search of the ultimate in affordable driving pleasure - unrivalled performance, sumptuous surroundings and the highest possible levels of specification.



Hung low in the engine bay to reduce the overall centre of gravity, the flat four, sixteen valve, 1.7 litre Boxer engine is the heart and soul of this automotive masterpiece. The power that it produces means rapid acceleration, effortless overtaking, comfortable cruising and inherent security for all those fortunate enough to drive it. 0-62mph is achieved in 9.8 seconds and its top speed is 124mph.

Two cams in each cylinder bank control four valves per cylinder, filling and emptying each chamber in the most efficient way possible and producing prodigious amounts of power and torque. Its specially-dedicated spark plugs are extra long lasting, requiring replacement only after 60,000 miles. Controlling the engine's performance is the latest Bosch Motronic MP 2.10.3 Multipoint system which electronically manages the ignition and fuel injection to optimise power output, improve fuel economy and minimise emissions. To complete the combustion cycle, the waste gases are expelled via a catalytic converter with lambda probe. The new 80 amp alternator provides ample power for the host of electrical devices and accessories found on the modern car.

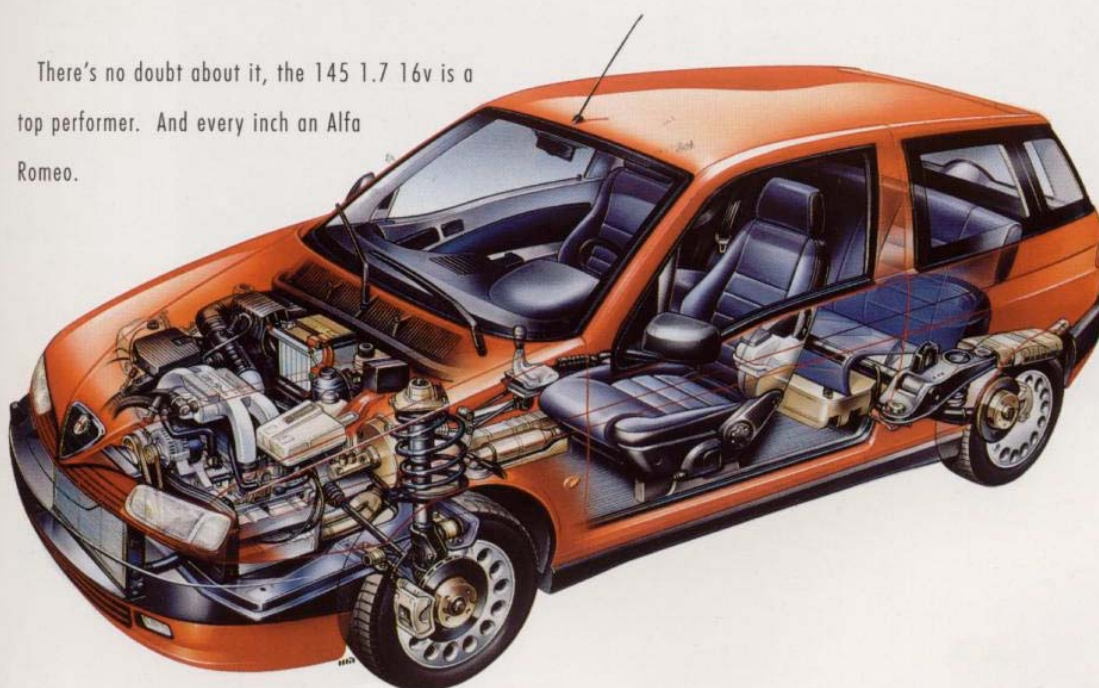
Considering the power delivery of this engine, the fuel economy of the 145 1.7 16v is quite remarkable, due largely to the aerodynamic efficiency of the bodysell. According to official figures, cruising on a motorway at 56mph will return 44.8mpg, at 75mph, 33.6mpg and on the urban cycle, 26.1mpg. Like all Alfa Romeos it runs on lead-free petrol.

Road holding and handling match the performance of the engine thanks to the independent suspension with anti-roll bars front and rear. The braking system comprises large self-ventilating discs at the front and discs at the rear on a diagonally-split dual circuit with a load proportioning valve on the rear wheels to compensate for a heavy load. Bosch ABS is standard, with three channels and four sensors to prevent wheel lock-up and enable the driver to maintain directional control even during emergency braking

Reflecting the high performance traits of its 1.7 litre 16-valve engine, the 145's interior appointments exhibit a sporty elegance, with velour upholstery.

Its specification level befits its top of the range status, too, with a vast array of standard features which competitors generally list as optional equipment.

There's no doubt about it, the 145 1.7 16v is a top performer. And every inch an Alfa Romeo.

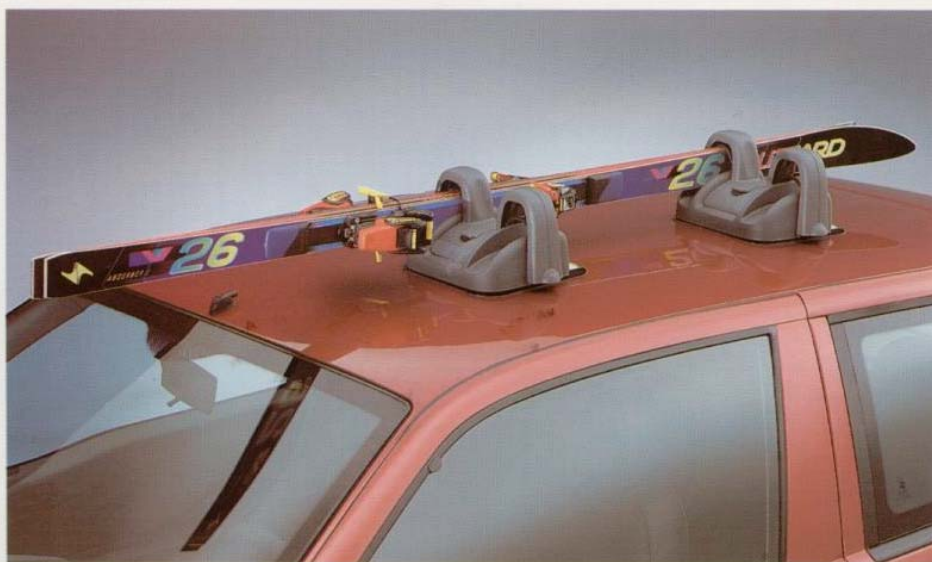


## THE ALFA ROMEO ACCESSORIES RANGE

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Alfa Romeo knows its customers very well. It knows what they require of a car, how they use it and the part that it plays within their schedule of business and pleasure activities. Individuality is the prime characteristic of Alfa Romeo drivers, a distinctive quality that sets them apart from the ordinary motorist.



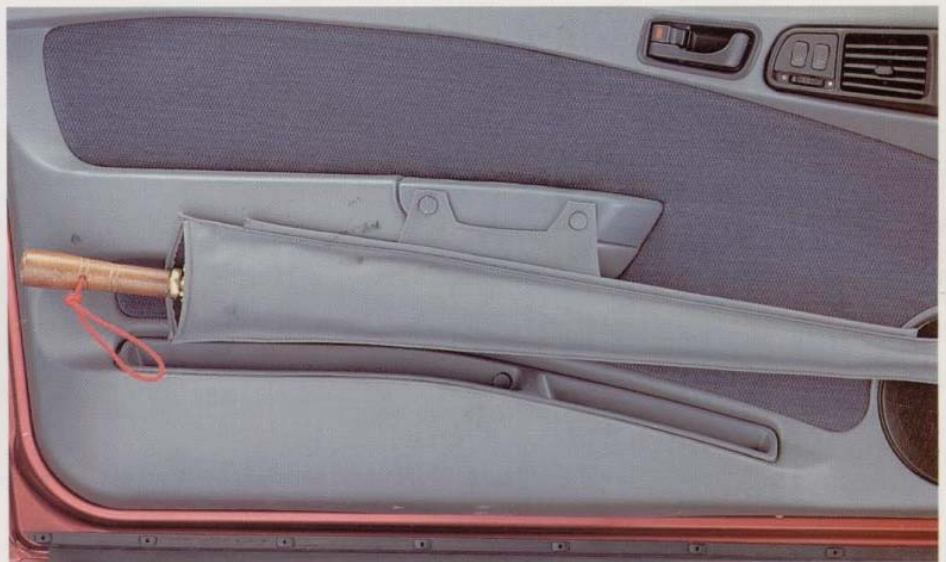
So to maximise the potential of the 145, a unique range of specially dedicated accessories has been developed, to match the interests and pursuits of this elite group. In conjunction with specialised manufacturers, Alfa Romeo has designed and built a host of useful additions, each one fulfilling the function of optimising the car's role within its owner's particular lifestyle.





Leisure tends to feature high on the list of Alfa Romeo drivers' interests so particular attention has been paid to establishing a range of accessories that facilitate the transportation of sports equipment in complete safety. The foldable side-loading bicycle rack is a case in point, designed for ease of operation with a view to stowing the cycle on the roof and

away from the back of the car where rear vision might be impeded. Magnetic-locking ski racks attach securely to the roof along specially sculpted channels as do the bicycle rack and the windsurfer carrier. For towing boats or caravans, a special hitch with its own integral stabiliser is available.



The environment inside a car can have important implications on general driving safety, too. Clutter and paraphernalia do little to enhance the atmosphere within the cabin and can be dangerous in the

event of an emergency stop. A luggage guard and umbrella sheath are two thoughtful options for the 145, along with receptacles which transform the boot area into specially tailored luggage containers.



To stamp a little more individuality on the 145, a set of gorgeous alloy wheels is available, along with a wooden fascia, steering wheel and gear knob package in the traditional Alfa Romeo style.

The accessories featured are just a small selection of the interesting and practical items that are available for the new Alfa Romeo 145 range.

Products offered for sale may differ from those described or illustrated in this leaflet due to later production changes in specifications, components or place of manufacture.

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Printed in UK 20M January 1995 AR301

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