

GTV



In English, Alfa Romeo's famous slogan "Cuore Sportivo" translates roughly as "The Sporting Heart". While this goes some way to summarising the marque's commitment to motor racing and its love of performance, it is, in Italian, these two words mean much more. They encapsulate a mentality, a philosophy and a whole way of life that revolves around competitive excellence in the field of automotive engineering.

A company born to race

Alfa Romeo can truly be described as a company that was born to race. Its very first vehicle in 1918 was capable of a staggering 82 mph and the next year it was taking part in the extremely demanding Targa Florio road race.

In the 1920s, the company chief, Nicola Romeo, brought together engineering genius, athletic love, and keen managerial muscles. Enzo Ferrari, to create an unbeatable racing team that swept all before it.

After many Grand Prix wins also carrying off the first ever World Championship in 1931, Alfa Romeo decided to demonstrate its versatility in a new and punishing race called the *Alfa Mille* - a perfect demonstration for its own performance, reliability and durability at the limits of driver, such as Ascari, Campari and the legendary Nino Baracchi.

With silver, tech and sheer records, its Mille Mille record made further advances, along with its famous although win of 1933, when the first two cars set the line off have the famous four-lap drive racing symbol.

Champions from Le Mans to Daytona

After the war, Alfa Romeo turned its attention to Grand Prix racing once more and in 1950 it was the first modern Formula 1 World Championship with Ferrari behind the wheel of a Tipo 158. Then the next year, Ferrari was to achieve the double for Alfa Romeo in his Tipo 158.

The 1960s and 70s then saw a change of direction towards World GT and Sports Prototype Championships - mainly endurance races which included events such as the Le Mans 24 Hours, the Daytona 24 Hours and the French 1000 kms. In 1971, the 33 GT 12 with its 12-cylinder boxer engine secured off the World Make Championship, a first which was repeated in 1977 when the turbocharged 33 TC 12 was all eight rounds of the contest.

Supercharging supremacy

In the 1980s, Alfa Romeo concentrated on European touring car racing, the most popular race series outside Formula One. In total, this means not only great success, taking the Italian Championship in 1982, the German Championship in 1983, the British Touring Car Championship in 1991 and the Spanish touring car Championship in 1994 and 1995.

When added to its 36 Grand Prix wins, 11 Mille Mille, 8 Targa Florio, 5 Le Mans Twenty Four Hours, 2 Formula One World Championships and 2 World Sports car Championships, these victories are an ongoing testament to Alfa Romeo's devotion to motor sport and to its long-held reputation through competition.

As a result of this involvement, the lessons learnt on the track have been meticulously applied to every relevant aspect of Alfa Romeo's roadgoing design and engineering programmes. The fruits of this are manifest themselves in the stunning Alfa GTV. Here is a model that embodies the dynamism, dynamism and excitement that truly encapsulates the unique Alfa Romeo spirit: Cuore Sportivo.



OF CHAMPION: DAVID FOR 33, ALFA ROMEO-STRADA
* (Alfa Romeo Formula 1) * (Alfa Romeo Formula 1) * (Alfa Romeo Formula 1)



THE GTV RETURNS. IN STYLE

Five cars in the history of the automobile have claimed positions quite like Alfa Romeo's first Turismo Veloce, or GTV for short.

Introduced at the Geneva Show in March 1966, the first GTV was a roadgoing development from the racing Giulio 124 that had proved so successful in the 1965 racing season. The "A" stood for elegance or "lightness" version of the Giulio, which also featured an engine with two spark plugs per cylinder — an early forerunner of today's "hot" spark unit. The sensation went on to win its class in three consecutive Touring Car Championships in a row (1966-68) and then, with a 1700 cc engine, took the 2-litre class in 1970. Meanwhile, the production Alfa GTV delighted the car-buying public by providing more sports car performance for the price of an ordinary sedan.

Needless to say, the new Alfa GTV has inherited with all the bite and styling panache of its illustrious forebears, to say nothing of its renowned performance and handling characteristics.

Such a jewel will never be a common sight on the roads of Great Britain, but for those lucky enough to own and drive one, there will be the satisfaction of knowing they belong to a rare breed of motorists who have experienced the ultimate in modern day motoring.





Any car that bears the famous Alfa Romeo badge is special but now that also sports the legendary V12 engine is destined for immortality. Which is why Laura Tola, Alfa's renowned styling chief, turned to Pininfarina of Turin for assistance in its creation. Having been involved with acknowledged masterpieces like the first Alfa Spider and the Alfa 164, Pininfarina was the natural choice – and to co-operate in the design of such an important vehicle for Alfa Romeo was a privilege they relished.

The design 'brief' was to create an uncompromising performance coupé – one which inspires the beholder with awe, excitement and anticipation. In the gorgeous Alfa V12 one can instantly see just how well the situation has been accomplished.

It is six feet and eight inches tall, its stance is challenging, with a dynamic wedge shape belying its performance potential. The dramatic profile plunges forward with a deep angled greenhouse

line that extends all the way from the rear window to the front bumper. The lowest trail dips forward to mirror this, highlighting the V12's protruding presence. Then, while the tail section slopes slightly away, the back bumper wraps around the rear wing panel to form yet another line parallel to the downward canopy, to further emphasise the retreating pose.

Development of history

Just one glance at the Alfa V12 and its development is self-evident & instantly apparent. It visually continues from the air around and over the body with the least fuss and interruption.

In addition, there are other, less obvious features that also advance its aerodynamic. The front bumper is seamlessly integrated with the front grille to reduce drag. The fog lamps are then recessed into the spoiler and there are no protruding door handles. Its wind tunnel efficiency is further aided by

the design of the alloy wheels, the smoothly flared wheel arches and the specially sculpted door mirrors.

Enduring good looks

The bonnet, wheelarches and radiator grille have been designed to use solid cast and constructed from a composite material of polyesters, resin and 'fibreglass'. This gives great resistance to minor impact shocks, a light and corrosion free and easily repaired if damaged.

In the bonnet, the V-shaped mouldings converge at the front to form the traditional Alfa Romeo triangular shield and draw the eye to the famous badge. Other aids to this are two compact, circular headlamps whose small diameter ensures that the front section is kept sleek and low. Despite being smaller than conventional units, their polyhedral design and often high power results in a larger, more intense beam.



The long, horizontal rear light clusters integrate with the dimensions of the bonnet, just above the bumper line and the distinctive stainless steel tail pipe. A third brake light is located within the rear parcel shelf and drains air through the rear window.

Award winning lines

With such dramatic styling and exquisite detail features, there's little wonder that the V12 has been crowned the world over and has won 'Autocar' magazine's '1995 Car of the Year' award and 'Car' magazine's 'Best Designed Car, 1995'. In addition, the car's headlamps won 'Car' magazine's 'Best Design Detail' award and Alfa Romeo engineer, Bruno Tassi, won the 'Engineer of the Year' title.



Design by Pininfarina of Turin and Alfa Romeo Central Styling.

The front spoiler and fog lights are integrated into the front bumper to reduce drag.

Winner of styling awards from Car and Autocar magazines.



In the field of interior design, Alfa has always ranked as one of the most successful centers in the world. So it is all come as no surprise that it was in this legendary Italian city that the cabin area of the Alfa GTV was masterfully crafted by Singer's finest technicians and style consultants. Thus the thousands of arguments are resolved with the inspired spirit of a literary and the understanding of Renaissance upholstery — as GTV drivers will immediately appreciate as soon as they take into the specially designed seats and take hold of the handle, padded steering wheel and stylishly styled gear shift lever.

Seating

The ergonomically designed seating in the Alfa GTV provides optimum comfort for all sizes and shapes of drivers and passengers. Both front seats adjust for reach and take. Since the steering wheel is also adjustable, this provides an almost infinite combination of positions for the optimum driving comfort.

Within the seats themselves — in the cushions and the backrest — the foam padding varies in density giving support precisely where it's needed. Lateral padding gives extra support during hard cornering, extended front seats prevent "submerging". Levers on both front seats allow them to be tilted to give any driver, in the seat, the same.

In checked form, the Alfa GTV is upholstered in its 100% hand-sewn grey "leopard" cloth. The optional Lusso pack features seats trimmed in soft grey leather that exude an intoxicating sense of luxury and well being.

Seat belts

The front seat belts are fitted with a special "pre-tensioning" mechanism and height adjustable mountings. At the rear there are two three-point inertia seat belts.

Intensely quiet

Alfa's car has a very quiet design which had a direct influence on the design of the Alfa GTV and all its components.

As a result of its finely balanced engine, superbly aerodynamic bodyshell and the generous use of sound deadening materials, the Alfa GTV provides a quiet environment for its occupants. This is the acoustical efficiency of the bodywork that there are no problems in holding conversations or listening to music, although most GTV drivers will prefer listening with the windows wound down, just to enjoy the fine pitch of the glorious 2.0 16 valve four "spark" engine.

Leaves

The only way around Alfa has a distinctive design that extends into the front door panels as well and is finished in dark grey.

Directly ahead of the driver is the central instrument console with the speedometer, rev counter and warning lights. Then to the left are the fuel gauge, water temperature gauge and clock — all angled to towards the driver in the classic Alfa Romeo style. The center console houses the secondary switches, ventilation controls, air vents and door lock controls. Here on the passenger side, the Lusso package need to maximum luxury comes with an illuminated, foldable glovebox.

Heating and ventilation

Heating and ventilation are controlled by an efficient temperature and 4 speed air flow system that delivers warm or cool air into the passenger compartment through multiple air vents and also ensures de-fogging of the side windows as well as the windscreen.



This system also allows for the recycling of air within the passenger compartment so that the interior of the car is effectively isolated from the outside. This feature comes in handy when driving through a long, low-tuned tunnel or behind unpleasant noisy vehicles. A pollen filter that excludes the majority of insect particles from the inside environment.

Air conditioning is available as part of the optional Lusso pack.

Gauges are angled towards the driver in the classic Alfa Romeo style.

Optional Lusso pack includes leather upholstery and air conditioning.





THE EXPERIENCE OF POWER

Exceptional power has been the hallmark of every Alfa GTV since the model's introduction in 1988. The "V" in GTV refers to the Italian word *Veloce*—an adjective which, in English translates directly as *speedy*, or more accurately in this case as *high-performance*.

The source of this performance is Alfa Romeo's unique and revolutionary 3 liter, 16 valve Twin Spark engine. It derives its name from the "Twin Spark" ignition system which employs two spark plugs in each cylinder. The main plug and its slightly smaller slave fire sequentially from different positions within the combustion chamber, so that as any gas is not ignited by the first spark is burnt off by the second. "Twin Spark" is thus optimized, enhancing power and minimizing emissions.

Multi-valve technology

Add to the Twin Spark system the benefits of multi-valve technology—five valves per cylinder instead of the usual two—and you have one of the most sophisticated engines ever produced.

Various valves, valves for faster and more efficient cylinder filling and emptying thanks to the larger valves and their control (aid, with the pilot valves opening a maximum 90°), the increased fuel vapour turbulence and results in better burn-off by the two plugs. Drawn and fuel economy are improved as a result, while exhaust emissions decrease.

Other technological highlights of the 2.8 16V Twin Spark engine include an aluminum alloy head, timing camshafts, steel crankshaft with eight counter weights, and balanced dampers, massive rotating balance shafts, hydraulic tappets, platinum spark plug and timing belts with automatic tensioners.

Basic engine management

Fuel feed is via electronic injection (jet) governed by a Bosch Motronic ME 16.3 engine management computer. This multipoint system, with separate injector nozzles for each cylinder, delivers precisely the correct amount of fuel at exactly the right moment, having taken into account internal and external temperatures at the same time.

An extremely efficient combustion process then takes place, creating more power from less petrol and minimizing waste and potentially harmful emissions. These gases that are produced are then processed through an exhaust system that includes a sophisticated three-way catalytic converter with a lambda probe.

Effortless power

All this state of the art engineering results in a powerplant that produces 176 bhp at 6,200 rpm and a torque figure of 196 lbm at 4,000 rpm. This translates into a top speed of 134 mph and a 0-62 mph figure of 8.4 seconds.

However, high top speeds and 0-62 and 0-100 times are not what the Alfa GTV is all about. With a healthy amount of power and 90% of its torque being produced at just 2,500 rpm, a dash on the tarmac will result in instant and powerful acceleration even in fourth or fifth gear. This makes overtaking a swift and safe maneuver, without the usual 5 minute gear-changing and tedious idling, more relaxed driving style.

Prompt and accurate response to the accelerator also means enhanced driver control over the fast and superbly balanced drive. The Alfa GTV goes where the driver wants it—to instantly and with no hes or doubts.

Two spark plugs and four valves per cylinder enhance power and minimize emissions.

Fuel feed is controlled by a Bosch ME 16.3 engine management system.

150 bhp at 6,200 rpm.
Top speed: 134 mph
0-62: 8.4 seconds.





It is a real reflection on today's automotive industry that few of its engineers are real car-lovers who fully appreciate the addition of styling to the importance of how their cars behave on the road. They tend to view the bottom line as the be all and end all of their existence, with cost cutting and performance high on their list of priorities.

But on Paolo Cantarella, Chief Executive Alfa Romeo Ltd, there is a head-on car-lover's attitude who loves nothing more than to get behind the wheel of a prototype and evaluate its potential.

When the GTV project began, his instructions were plain and simple: 'No Compromise' – especially in the area of its roadholding, handling and responsiveness. So when he faced an early version and found its handling to be merely good, his engineers were forced to go back to the drawing board. The Alfa GTV's roadholding had to be 'Algherese' and nothing less.

Rear wheel stress

As a result of the 'No Compromise' instruction, the Alfa GTV has set one of the most sophisticated and refined suspension systems of any car in the world. Plus roadholding and handling that are, indeed, 'Algherese'.

The front suspension utilizes a fairly conventional set-up that comprises MacPherson struts, offset coil springs, lower wishbones and an anti-roll bar. But it is in the rear that Alfa Romeo's engineers have established the unit that accounts for the car's unique-like grip.

The independent, multiple arm rear suspension comprises: quadrilateral geometry with an upper triangle, double lower arms, coil springs and anti-roll bar connected to a light alloy subframe which is, in turn, mounted onto the car's body.

The design of this geometry, and the fine tuning of the bushes, is such that during the initial stages of a turn, the

contralateral forces create a small 'rear wheel steer' effect in the opposite direction to the way the front wheels are being steered. Thus, as the contralateral forces build up through the corner, the rear wheels start steering in the same direction as the front wheels.

The result is a more positive 'initial' into the first stage of cornering and increased stability in the later stages. The grip that is then produced is quite phenomenal.

Fast, precise steering

Power-assisted rack and pinion steering is fitted on the Alfa GTV, ensuring minimum steering effort (particularly during parking manoeuvres), precise response and enhanced self-centring. At just 2.1 tons lock-to-lock, this is one of the lightest racks to be found on any production car.

Using speed-sensitive, the power assistance is most active at low speeds but then reduces in proportion to higher velocities, when the driver needs a strong, instant response.

With extremely short front and rear overhangs, the vehicle is highly manoeuvrable – its turning circle being just 31.2 ft (10.2 metres).

Powerful brakes

The Alfa GTV features disc brakes all round, those at the front being 284 mm in diameter and self-ventilating those at the rear 240 mm.

The system works on a diagonally split safety circuit which means that, in the unlikely event of fluid loss in one circuit, there will be an effective and balanced braking effect as the other one acting on one front wheel and the rear wheel diagonally opposite.

They also benefit from a vacuum servo unit which continually reduces the effort on the brake pedal and four-wheel anti-lock braking (ABS) so that the driver can maintain control in emergency situations.



Transmission

The Alfa GTV is equipped with a slick, five speed manual gearbox. In the best Alfa Romeo tradition, it has positive steel shaft gears to ensure rapid acceleration and maintain the power potential of the 2 litre 16 valve four spark engine.

Independent, multiple arm suspension creates rear wheel drive for the ultimate roadholding and handling.

Fast steering with just 2.1 tons lock-to-lock.

Disc brakes all round with standard ABS.



Safety has always been at the top of Alfa Romeo's list of priorities in car design, not only for its drivers and passengers, but for other road users as well. Consequently, the Alfa GTV benefits from the very highest levels of prevention, active and passive safety.

Preventative Safety

Preventative safety refers to those aspects of the vehicle that inspire confidence and well-being in the driver, prompting concentration, alertness and the ability to cope with any situation.

In the Alfa GTV, the driver is kept comfortable and alert by the adjustable seat, the excellent driving position and the smooth ride. The interior of the cabin is light and airy, well ventilated, inherently quiet and all controls are ergonomically and logically positioned – an important consideration in an emergency situation, especially after dark.

Active Safety

Active safety refers to all characteristics of the vehicle that will actually prevent an accident from happening. Here you too only need remember that the GTV is an Alfa Romeo and therefore in all characteristics that produce reliable and predictable behaviour on the road.

The key elements in the active safety of the Alfa GTV are its sophisticated suspension system, its high torque, the free-revving engine, its powerful ABS brakes and last, precise steering. Most importantly, these features contribute to keeping the driver out of trouble in the first place – but then they come into play subtly and positively in the event of a dangerous situation arising.

Passive Safety

The Alfa GTV is in the company of vehicles that are renowned for their passive safety – those built or fashioned that will maintain the effect of an accident.

It is in design and construction that, in the event of a head-on collision, the front end automatically deforms in a progressive manner, thus shortening the impact forces and maintaining the structural integrity of the cabin area. Steel bars in the doors protect the occupants against side impacts and the windscreen pillars have been specially reinforced.

Air bags for both driver and passenger are standard equipment. Fitted deep in their own compartments in the steering wheel and dashboard, they are activated by collision sensors in the engine bay. When a frontal impact of a certain magnitude occurs, inflatable tubes just barely milliseconds – less than the blink of an eye.

The very latest fire prevention systems are included in the Alfa GTV. Firstly, there's an inertia switch which instantly deactivates the spare fuel pump, thus two valves on the fuel line prevent petrol from leaking if the lines are damaged. A flow-cut valve in the fuel cap prevents spillage should the car overturn, the reinforced tank is fire resistant and there is also an underbody heat shield. Inside the cabin, all the trim is made from fire-retardant materials.

Other safety features include height adjustable seatbelts with pre-tensioners, steering wheel with an air bag plus collapsible steering column, padded head restraints and a strengthened front bridle free from sharp edges of protrusions.

Collapsible door mirrors, smooth surfaces and recessed door handles thus serve to prevent pedestrians and cyclists.

Security

Particular attention has been paid to the security of the Alfa GTV – to deter thieves from trying to break in and thus to let their attempts to drive off.

The security package comprises central locking, a remote alarm, the Alfa Code engine immobiliser, window cranking and integration with the National Vehicle Security Register and a lockable glovebox.

Built-in crumple zones absorb the force of frontal impacts.

Air bags for both driver and passenger are standard, along with seatbelt pretensioners.

The GTV benefits from the very latest seven element fire prevention system.



A HIGH SPECIFICATION, HIGH QUALITY SPORTS COUPÉ

Alfa Romeo's reputation for producing high quality, prestige automobiles stretches back to the day the factory gates opened in 1913. Over the years the company has supplied vehicles of exquisite styling and superb construction to kings, queens, princes, movie stars, heads of state and even to the late John F. Kennedy.

Naturally these traditions have been upheld in the new Alfa GTV, a breed of the equipment that has created an insatiable demand for a luxury sports coupé, along with quality standards that rank amongst the highest in the automotive industry.

Comprehensive specification

The Alfa GTV comes equipped with power steering, four air bags, ABS, electric windows, electrically operated and heated door mirrors, central locking, alloy wheels, a stereo radio cassette with six speakers, an anti-theft system



check control panel, interior headlight beam adjustment, life belt signs illuminated, remote control door system and foglights.

In addition to all this, the optional Lusso pack includes leather upholstery and air conditioning.



Quality. The prime objective

Quality was the watchword of the Alfa GTV project from day one. Using the very latest GD&T/CAM techniques, the engineers were able to examine how the car's structure would react to stress, deformation and ongoing daily usage. They were therefore able to eliminate any hidden fatigue zones that were likely to impinge on long term durability.

These tests provided the benchmark for the subsequent production phase, in which computer constantly check that the assembly is meeting up to required standards. Robot control the welding process and are used to assemble seats off line, thus ensuring the highest standards of quality.

Great care has been devoted to body protection. The steel of the car's sub-structure is treated to the best to be found on any car and includes the extensive use of galvanneal

steel. Key areas are also coated to a depth of 20 microns (three times the industry norm) and hot sections are dipped with wax based oil to prevent internal corrosion. The entire bodyshell is immersed in an electro-cathodic dip, whilst the underbody is based on two zinc sacrificial anodes, being constructed from a composite material of polyester resin and fibreglass.

These processes ensure that the striking looks of the Alfa GTV will continue to impress for years and years to come.

Standard specification includes a stereo radio cassette with six speakers, engine immobiliser and remote alarm.

The steel of the car's body protection treatment is amongst the best to be found on any car.

THE ALFA ROMEO ACCESSORIES RANGE

Alfa Romeo knows its customers very well. It knows what they require from a car, how they use it and the part 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 ordinary motorists.

To maximize the potential of the Alfa GTV, a unique range of specially dedicated accessories has been developed, to match the interests and pursuits of this elite group. In conjunction with specialist manufacturers, Alfa Romeo has produced these useful additions, such as fulfilling the function of enhancing the car's practicality and style.

For long journeys and Alpine holidays, a load-mounted rack can transport extra luggage or ski. And to make the

most of every last cubic inch of the GTV's boot, a set of exquisitely crafted, leather-stained tool bags is a sensible investment.

Also available is a specially tailored car cover and storage bags for the more adventurous.

For those aficionados who like themselves out with driving from the Alfa Romeo collection - everything from the diary to rally jackets.

There are just a small selection of the Alfa Romeo accessories available. Your local dealer will be pleased to advise you of further items in the range.



WARRANTIES, PREFERENZA, MASTERCARE AND LEASING

Alfa Romeo Dealer Warranty

All Alfa Romeo cars are covered by a 3-year warranty, covering parts, materials and labour. Vehicles in their first year benefit from an additional mileage (miles/km) warranty. In their second and third years, there's five years or a comprehensive range of major components up to 60,000 miles (subject to a valid on-site failure).

In addition, each car comes complete with a year's Alfa Romeo Roadside Assistance which includes Home Start, Relay, Battery Plus and European Cover, courtesy of the UK.

Paint and Bodywork Guarantees

All body panel paintwork is guaranteed for 36 months from the date of registration (subject to compliance with conditions).

All body panels are guaranteed against internal corrosion perforation for 8 years from the date of registration (subject to compliance with conditions).

All warranties and guarantees are transferable to any subsequent owner.

MasterCare Extended Warranty

By purchasing a MasterCare Extended Warranty you can upgrade the second and third year Dealer Warranty cover level, with the option to increase the mileage limit to 100,000 miles and extend your Alfa Romeo Roadside and Recovery membership.

MasterCare Level 2 includes all of the above mentioned benefits, plus the cost of routine servicing within defined annual mileage options.

Preferenza Low Cost Finance

The Preferenza finance package allows you the flexibility of spreading the cost of your new Alfa Romeo across either 24 or 36 months with the option at the end of the period to purchase the vehicle, part-exchange it for another or use its residual value to settle the final payment. Your Alfa Romeo dealer has full details.

Alfa Romeo Personal Leasing Plus

The Alfa Romeo Personal Leasing Plus provides you with all the pleasures of driving a brand new Alfa Romeo every two years without the cost and hassle of ownership. A fixed cost package provides wear-and-tear covering, and your Alfa Romeo dealer has more information.

TECHNICAL SPECIFICATION

2.0 14V T.SPARK		
No. of cylinders, arrangement	4 in line	
Displacement (cc)	1570	
Max. power output (kW/ CVPS) at rpm	118 (161/4200)	
Peak torque (kgm/ CV) at rpm	15.7 (82/4000)	
Fuel feed	Bosch Motronic 8.2 1.3 multipoint electronic injection	
Drive	Rear	
Suspension	Rear: independent MacPherson type, with dampers, coil springs, hydraulic dampers and anti-roll bar	
	Rear: independent multi-link, with coil springs, hydraulic dampers and anti-roll bar	
Tyres	225/50 R 16 (The MC-GR is supplied with a spare when using wheel and tyre)	
Steering	Rack and pinion with power assistance	
Braking system	Discs front and rear, with flexing calipers, vacuum servo. Optionally self-boosting master with ABS lock braking is standard	
Front disc (mm)	284 (optional)	
Rear disc (mm)	240	
Length/Wheel (mm)	4201/1780	
Height/Windows (mm)	1710/2540	
Luggage compartment (cu ft / dm ³)	3.7 (103)	
Fuel tank capacity (litres)	55.4 (120)	
Max. height (m / kg)	2.270	
Top Speed (mph / km/h)	134 (215)	
Acceleration 0-100 (0-100 km/h) sec	8.8	
Fuel consumption:	litres / 100 km	imperial mpg
Urban	12.8	28.3
Extra Urban	7.8	48.4
Combined	9.5	29.7

Fuel consumption figures are in accordance with the European Cycle Test. Consumption Index 1902

STANDARD EQUIPMENT AND OPTIONS

2.0 TAY C SPARK	
16V 1600 engine immobiliser	●
Power steering	●
Electric windows	●
Central locking	●
Height and reach adjustable steering wheel	●
Antilock brake system (ABS) with central panel	●
Two heated electronically operated door mirrors	●
Power windows front seats	●
Roof bike rack	●
Foglights	●
Driver and front passenger airbags	●
ABS	●
16" alloy wheels	●
Electric and theft system with remote control	●
Power side windows with air suspension	●
Air conditioning	○
Leather pack containing:	○
Air conditioning	
Leather upholstery	

● = standard ○ = optional

BODY COLOURS



130 Alfa Red



601 Black



195 Praline Red



309 Tropical Green



473 Azuli Blue



612 Light Grey



613 Titanium Grey



632 Smokey Black

INTERIOR TRIMS



366 Grey Cloth



546 Carbon Grey Leather
(Lease pack only)

Picture offered for reference only. Actual finish may differ from those described in illustration due to time, production change or specification, replacement or phase of implementation.

The picture of the leather or leatherette is not to be treated as representation as it is the same used only of picture is described as set in product is truly offered for sale.

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