
Alfa Romeo
MONTREAL

THE *Alfa Romeo* MONTREAL

The story behind this beautiful, sleek high performance car is quite intriguing.

The "Montreal" was first seen in the Canadian Exposition as part of an exhibition devoted to technology of the future.

Not guesswork, but practical and advanced engineering which could be produced in the foreseeable future.

And we were invited to provide the 'car of the future'. So in conjunction with Bertone, we designed the "Montreal".

The interest in the car at the exhibition made us decide to go ahead and put the car into being.

So after a lot of development, we emerge with the finished car, which includes the most advanced features that you'll find in cars today. It is, in fact, a 'dream car come true'.

Price to be announced

TECHNICAL SPECIFICATION

Engine	90° V8
Bore	80 mm
Stroke	64.5 mm
Total displacement	2593 cc
BHP at 6500 rpm	230 SAE (200 DIN)
Maximum torque at 4750 rpm	199 lb/ft SAE (173.5 lb/ft DIN)
Electrical equipment	12 Volt
Alternator	720 W
Tyres	195/70 V R 14
Front Track	54"
Rear Track	51.5"
Wheel base	92.5"
Overall length	13' 10"
Overall width	66"
Overall height (unladen)	47.5"
Maximum weight	2790 lbs
Top speed	over 137 m.p.h.
Standing kilometre	28.2 sec.
Power to weight ratio	12 lbs/HP SAE

INDUCTION : by fuel injection in the inlet ports. Alfa Romeo/Spica high pressure pump.

IGNITION : Transistorised ignition. Golden Lodge spark plugs located at the centre of the shallow pent roof combustion chamber.

VALVES : mechanism 4 OHC directly operating on the valves through oil bath cups. Sodium cooled exhaust valves.

LUBRICATION : pressure lubrication with dry sump, twin scavenging and pressure pump with oil radiator.

COOLING : sealed circuit with special cooling liquid and thermostatically operated electric fan.

CLUTCH : hydraulically operated, single disc, diaphragm type.

TRANSMISSION : five speed gearbox plus reverse directly operated by short gear lever.

REAR AXLE : located by two trailing arms and transversal reaction member with rubber mounts. Limited slip differential.

FRONT SUSPENSION : independent with double wishbones, coil springs and telescopic hydraulic shock absorbers, anti-roll bar.

REAR SUSPENSION : coil springs and coaxial telescopic hydraulic shock absorbers, anti-roll bar.

STEERING SYSTEM : recirculating ball gear.

BRAKES : ventilated disc brakes all around with braking regulator on the rear. Dual circuits. Vacuum operated servo. Total swept area 425 sq. ins. Parking brake independent from the main system and operating on separate drums on the rear wheels.