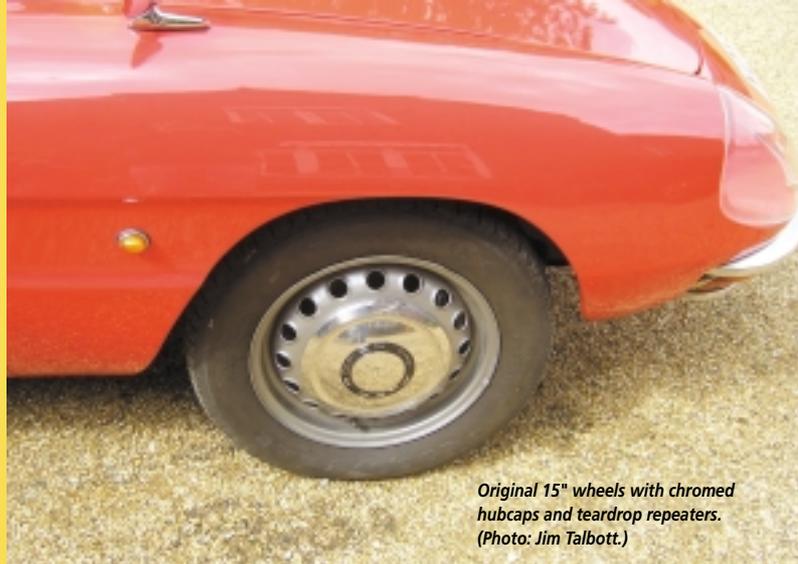


Engine bay of Richard Jones' Duetto – notice absence of servo. (Photo: Jim Talbott.)



Original 15" wheels with chromed hubcaps and teardrop repeaters. (Photo: Jim Talbott.)

speedo mounted in a black binnacle in front of the driver. Minor instruments were placed in three separate angled binnacles in the centre of the dashboard. Switches were the then fashionable 'flick down' type as per Mini. The handbrake was mounted on the transmission tunnel in place of the under dashboard umbrella handle arrangement of its predecessor. Fresh air vents at each end of the dashboard and a standard heater were a definite move forward as was the top and bottom dashboard padding. A cigarette lighter and ashtray were placed on the transmission tunnel between the seats. The driving position was much lower than the Giulia 101 Spider and the adjustable seats came in for praise from road testers. Motor Sport described them as 'superbly comfortable' and Motor 'excellent seats with reclining backs which supply good lateral and lumbar support'. The rubber-covered space behind the driver and passengers was not upholstered, like the series 2 cars, but gave the appearance of two token seats, a useful storage area. Motor managed to fit 4.4 cu.ft of luggage in the variable depth and tapering boot but commented that more could be accommodated if soft luggage was used.

Mechanically the new Spider was virtually identical to its coupe running mate. The familiar all aluminium twin cam 1570cc engine was rated at 109bhp @6000 rpm, torque 105 lb ft @ 2800 rpm. The two twin choke carburetors were either Solex

C32 PA11A 7 or the more favoured Weber 40 DCOE27S. Motor recorded a 0.60 time of 11.2 seconds and a top speed of 111.1 mph, overall mpg of 21.4, touring 28.4; Road & Track 113mph and 11.3seconds. The 5-speed transmission also carried the same ratios. The final drive was 4.56:1 and the clutch was mechanical. Disc brakes were fitted all round. Early Spiders had a Dunlop hydro mechanical system and unlike the GTV no servo was fitted as standard, although after market items are often found. From 1967 the reliable Ate system was fitted together with a servo and this arrangement remained until the Giulia 105 Spider ceased production in 1993. The steering, a low geared 3.66 turns from lock to lock, was either Burman recirculating ball or ZF worm and roller, whatever was available when the car came down the production line. The former was always fitted to RHD cars.

The front suspension was double wishbone with coil springs, telescopic shock absorbers and anti-roll bar. The rear featured a live axle with coil springs and telescopic shock absorbers trailing arms and a T bracket. Rebound straps restricted axle movement. Wheels were 41/2J x 15 fitted with 155 SR 15 radial tyres and chromed hubcaps.

On the road

If the visual appeal of the Duetto had met with a mixed reception from the motoring press, once the

car had been driven, the overall package didn't disappoint. Road and Track stated, "The all round comfort of the Duetto is excellent. If no one on the staff was wild about the Duetto's appearance, exactly the opposite was true about driving the car. Everybody loved it. The overall impression is one of great responsiveness, and the feeling that the car is an extension of the driver at the controls is unmistakably clear. The steering is excellent-light, accurate and among the best we've encountered in any car. We've already led three cheers for the gearbox and except to add that the 5th gear is actually overdrive and gives the car a long legged easy-running cruising speed, there is little we can add". Motor in their road test of March 1967 summarised, "... the performance is good, the road holding excellent and the handling superb. Moreover, the high standard of the gearbox and the fact that the steering has excellent feel, despite being rather low geared, makes the car a pleasure to drive.... Twin overhead camshafts and the five speed gearbox put it one-up on most, and on par with the worlds finest". Motor Sport reported, "A true sports car of impeccable manners and considerable performance".

In spite of being expensive it is clear that the Duetto set new standards. Its sales were not going to rival the large volume sports cars and appealed to the owner who required exclusivity, Italian styling, finesse, economy and compactness. 6,324 Duettos



Euro spec 1750 showing wood rim wheel and revised ashtray. (Photo: Jim Talbott.)



Beautiful Euro spec 1750 SV. (Photo: Jim Talbott.)