



*Press release picture of 1300 Junior showing black finish to lower bumpers and absence of headlamp cowls. (Photo: Alfa Romeo.)*



*40th anniversary celebration in Milan - May 27th 2006. (Photo: John Visanich.)*

Veloce, was fitted with 14 x 5½ J wheels with 165 SR14 tyres and hubcaps of a revised design. These gave the car a much more purposeful look. To improve on the characteristic body roll of the 1600, a rear anti-roll was now fitted together with revised geometry and softer springs at the front. This was not favourably received, however and Motor commented in its Alfa group test of July 1969, "With the 1750 engine came a rear anti-roll bar of such stiffness that what was intended to be progressive and easily controlled over steer could be an embarrassment on loose surfaces, or when the inside wheel lifts to give wheel spin under power in slow corners". In their earlier road test they had also advised caution on wet roads. A limited slip differential however was offered as an extra and fitted as standard to all subsequent 2.0 litre cars. Ate brakes continued as before with larger discs and a pressure regulator at the rear. The electrics sported an alternator. A hydraulic clutch was fitted and although the gear ratios remained as before final drive was now 4.3:1. The new car retailed at an expensive looking £2198 only £84 less than the E Type! 3277 1750 Veloces were built, (494 RHD) before production gave way to the Kamm-tail model in 1970.

From June 1968 Alfa offered a 'cheaper' tax break model, the 1300 Junior. Based on the Spider Veloce, this was essentially a pared down model with the old 1290cc Giulietta engine, and was introduced to line up with the 1300 Giulia TI and GT Junior. The unit was fitted with either twin Weber



*The first and the last. (Photo: Jim Talbott.)*



*Early US spec 1750. Note chrome headlamp bezels, twin repeaters and chrome bar linking the twin bumpers. (Photo: Alfa Romeo.)*

