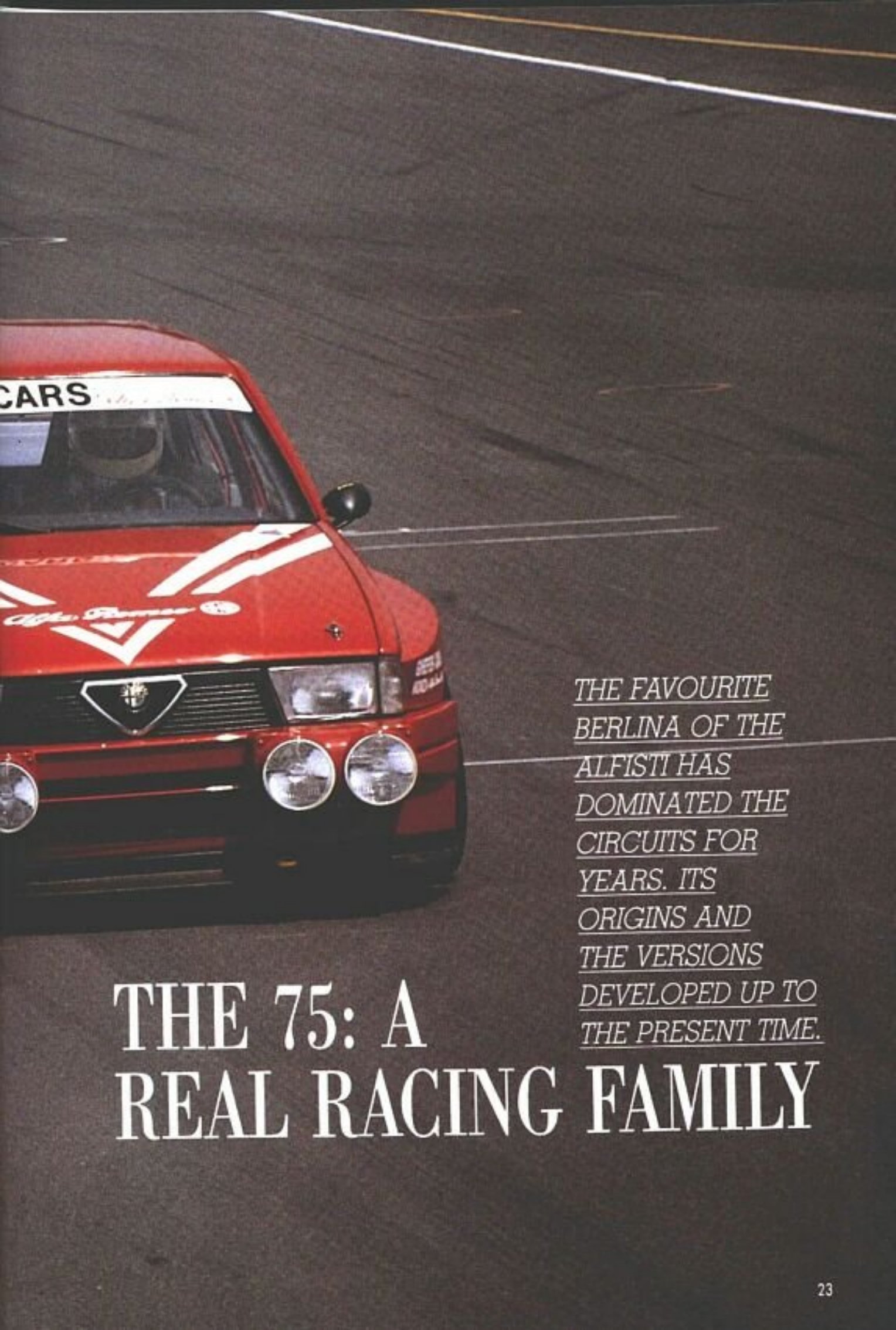


THE FAVOURITE BERLINA OF THE ALFISTI HAS DOMINATED THE CIRCUITS FOR YEARS. ITS ORIGINS AND THE VERSIONS DEVELOPED UP TO THE PRESENT TIME.

THE 75: A REAL RACING FAMILY

At Monza, four racing Alfa 75s. From left: the Group N/3, the road version, the IMSA and the Spanish Production Car Group.

The Alfa Romeo 75 Turbo came out of the factory at Arese for the first time in April 1986, only nine months after the launch of the medium-engined range of saloons known as the 75. At the end of its presentation brochure were written the words: "Furthermore, the turbocharged Alfa 75 lends itself particularly well to competition work."

So as not to appear too much of a wild idea, this claim was linked to a precise explanation of Alfa Romeo's reasons for turning to turbocharging. It is a field in which Alfa Romeo had accumulated success and experience since the legendary P2.

It did indeed produce increased power in engines of relatively small size, but no-one could have imagined that in a few years time the engine of the 75 developed for competition would become a real family.

The decision to add a 4-cylinder 1779-cc turbo version to the range of the 75 already in production was also suggested for commercial reasons, arising from the tax penalty applied on the Italian market to cars of more than 2 litres, as well as to more exquisitely technical vehicles.

The compressor has always been treated with the greatest respect precisely because of Alfa's great tradition in the field of supercharging. This began as far back as 1923, since when no less than four of the five World Championships won by Alfa were won by supercharged cars.

The subject remained under consideration until 1986, when it became clear that through the development of automobile technology satisfactory solutions to its drawbacks had been found, above all in respect of the key aspects of reliability and drivability. Naturally this was in addition to the greatly improved performance figures: the turbo gave the 1800 cc road-version of the 75 the torque and power normally to be found in engines with a capacity of at least three litres.

This aspect was, of course, appreciated not only by Alfa's clientele, but also by Cesare Fiorio who, together with Lombardi and Giorgio Pianta, had recently taken up the reins of Alfa Racing.

Having worked first at Lancia Racing and then Abarth, Fiorio soon realised that the 75 Turbo was going to be the ideal car with which Alfa Romeo could make a comeback as a leader in the new born World Touring Car Championship in the under-2500 cc class.

This is why a variant of the 75 1.8 Turbo was launched by Arese at almost the same time as the 1.8 turbo road version. It was called the Evoluzione and 500 of them were made. Entrusted to the care of Lombardi with the active collaboration of Giorgio Pianta and the test driver Giorgio Francia, the competition version derived from the basic 75 underwent a series of modifications to the brakes, gears, engine and suspension which increased its

A picture of Giorgio Francia's Group A/3 75 Turbo on the Misano circuit, which is dominating the Italian Touring Car Championship.

performance to a maximum of 280 bhp.
Chassis number 01 of this "competition" series of the 75 was virtually a mobile laboratory which, before going back to the Alfa workshops to be taken apart, led to the definition of an entire progeny. In fact, until now there have been 25 chassis, according to the "official" numbering of Alfa Racing.
In the last three years these cars have seen some of the top names in world racing at the wheel – men like Riccardo Patrese, Miki Biasion, Michael Andretti, Sandro Nannini, Jacques Lafitte, Nicola Larini and Gianni Morbidelli.
The official debut was with Giorgio Francia in October 1986 in the Estoril race in the European. The car had chassis no. 02. Its sisters nos. 03, 04 and 05 were entered the following March for the inaugural race of the World Touring Car Championship in 1987 at Monza, officially carrying the Alfa colours.
However, chassis no. 06 was ready by the start of the Nurburgring race, and it incorporated important improvements. These were to the body and attachment system of the roll bar, and – much more important – the anchorage of the rear De Dion axle.
This was, and remained, one of the car's most exclusive and exciting technical characteristics, shared by both the 75 racing family and the cars in normal series production.

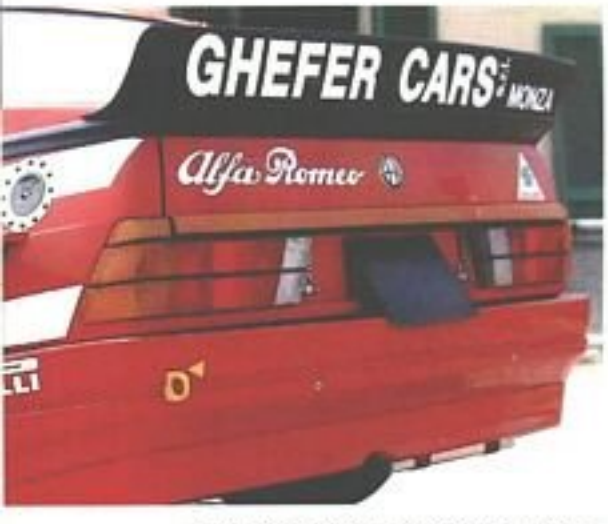
75 TURBO 1.8 EVOLUZIONE

Characteristics: Chassis 0059027. This is one of 500 examples prepared in 1987 and constructed in accordance with the regulations controlling motor sport. It was derived from the production 75 1.8 Turbo. The engineers of Alfa Corse made a series of modifications to the suspension, the brakes, the gearbox, the engine and to every detail of the car in general.

Preparation: None. The car is in the same state as prepared by Alfa Corse and sold through the normal Alfa dealer network.

Use: Currently owned by the dealers GHEFER CARS of Monza, the 75 Turbo 1.8 Evoluzione has been lent to the National Autodrome at Monza as a designated 'Doctor' car. Actually driven by the former F.1 driver Vittorio Brambilla and used by Dr Watkins, the FISA doctor, it is always ready for action during the Formula 1 Italian Grand Prix if a medical doctor is urgently needed. This is a rather specialised duty for which brilliant performance is essential and to which the 75 Turbo Evoluzione is well adapted.

The disbanding of the World Touring Car Championship by FISA in 1988 did not, however, put an end to the career of the remarkable 75.
In fact, the 75 Turbo Evoluzione with the IMSA–version chassis numbered 12, 18, 19, 21 and 22, took on a revised appearance for the new series of races organised in Italy under the title of CIVT, as well as for the Giri d'Italia (Circuits of Italy).
Externally the IMSA model is distinguished by the wings which were enlarged to take the 11" wheels, the new profile



The over-sized rear spoiler of the IMSA car.

front and rear spoilers, the plastics used for bonnet and wings, and the windows made of Perspex, apart from the windscreen which was made of a type of particularly thin glass.
On the technical side, noteworthy features are the servo–assisted steering and ultra–low profile tyres, as well as a new Garrett turbocharger which is now capable of increasing the maximum power beyond the ceiling of 400 bhp, in the case of the Superturismo version for the 1990 CIVT, which is permitted by the different engine regulations.
As always in competitions, it is difficult to say what will be the limit of development of

ALFA 75 GROUP N CLASS 3

Details: Chassis 00050114. In conformity with the racing regulations for this class and Group, the 75 is in many respects quite similar to the production version still sold by Alfa Romeo as the 75 Turbo. In fact the most obvious modification is in the different engine performance which has risen to a remarkable limit of 200 bhp as a result of meticulous adjustments to the turbocharging system.

Preparation: Although it is the property of the Monza dealer Gheffer Cars, the car has been tuned and prepared in the workshops of Consonni Racing, also in Monza. The work mainly involved alterations to the chassis and trim, so that it is now possible to fit 15" wheels. On the other hand, Consonni's work on the engine, has been limited to careful tuning and accurate balancing of the parts.

History: The car is taking part in the Italian Turismo Cars Championship (CIVT) 1990 driven by preparer–driver Peo Consonni, already known for his participation in the Paris–Dakar rally and in the trials for the National Sport–Prototype Championship. Also worth noting was Consonni's success in the race at Vallelunga in spite of starting from the back row. The president of CSAI, Fabrizio Serena, is competing in this class in a similar 75 Turbo.

ALFA 75 TURBO 'GROUP A SUPERTURISMO'

Details: Chassis ALFA CORSE 025. This the most powerful version today of the 75 racing family. The engineers have worked hard on the basic 75 Turbo Evoluzione to produce a real monster which, with its power of almost 400 bhp, is capable of being one of the outright leaders in the 1990 CIVT.
Preparation: The car races under the colours of the Jolly Club, but its preparation and management are the work of Tecnica Racing Team and preparer–driver Rinaldo Drovando. In this case too, the principal preparations have concerned the chassis. The body has practically been rebuilt, and the aerodynamic spoilers have been redesigned. Similarly, changes have been made to improve the ride and transmission. The suspension geometry is newly designed and the drive to the gearbox and its connection to the rear axle have been completely redesigned. Naturally, given the leeway allowed by the regulations, the wheels and tyre sizes are also different from those of production cars, and the braking system has also been modified, with self–ventilating discs. Finally, the engine has been reduced in weight and fitted with different turbochargers.
History: The car is normally driven in the 1990 CIVT races by Alfa Romeo's test driver, Giorgio Francia. At his side in a sister 75 (again racing for the Jolly Club) is Federico d'Amore. The dominance of these two drivers has been practically complete and there can be no doubts about where the prestigious title of the A/3 Class will finally go.

ALFA 75 3000 'PRODUCTION CAR GROUP'

Details: Chassis ALFA CORSE 009. This is really a hybrid, inasmuch as the car was originally made with a 1.8 litre engine boosted by a turbocharger. However, the engine group was then changed and, in order to be able to race in the Spanish Touring Car Championship, a 3–litre 6–cylinder engine was fitted, still derived from the one Alfa uses in its production models.

Preparation: Property of the Jolly Club, this car was prepared by Luigi Marchesi of Monza to meet the regulations of the Spanish Touring Car Championship. The power of the engine was raised to a limit of about 230 bhp, as a result of a series of operations based principally on finer balancing of the moving parts. Great attention has also been paid to the wings, given the more lenient rules which allow 15" wheels.

History: Driven by the ex–Formula 1 driver Luis Perez Sala, the 75 3.0 is performing brilliantly in the Spanish Championship. It has in fact won the Jerez race and is in the running for the overall title. At Sala's side in the same team is the other Spanish driver, Luis Villami.

ALFA 75 TURBO QUADRIFOGLIO

Details: In production from Spring 1990. It is the latest version of the 75 with turbocharged engine which made its first appearance on the market in April 1986. The most recent version has modifications improving the performance figures of the 4–cylinder engine, as well as slight modifications to the suspension and extra equipment.

Preparation: The power that can be achieved by the 1779–cc 4–cylinder in–line engine is now 165 bhp at 5800 rpm. This is 10 bhp more than the previous version, even though in this 1990 version it is no longer necessary to use 98 octane petrol. To achieve these results, adjustments have been made to the maximum fuel pressure, by introducing a temperature sensor in the intercooler.

Information: With its top speed of 212 km/h the 75 Turbo Quadrifoglio is without doubt one of the most attractive and interesting saloons to be seen on the roads today. The reason for this is that the 75 T.Q. also adds top–class comfort and many accessories to real pedigree sporting performance.

75 TURBO EVOLUZIONE IMSA

Details: Chassis No. 012. The starting point for this version of the 75, known more simply as the IMSA, was the car which dominated the CIVT series. The 75 Giro d'Italia, as it is also known, differs from the IMSA model in certain modifications to the bodywork and engine, even though the basis of the latter is still the 1779–cc 5–cylinder unit turbocharged by a Garrett compressor.

Preparation: Compared with the 75 Evoluzione, the bodywork of the IMSA has enlarged mudguards in order to accommodate the 11"–wide wheels. There is also a rear spoiler which, together with the new profile of the front one, ensures lower wind resistance. Finally, extensive use has been made of plastics for bonnets and mudguards, as well as Perspex for the windows. The exception is the windscreen, which is made of a special thermic glass that is particularly light and strong. From the engineering point of view, significant points are the adoption of a servo–assisted steering system and ultra–low profile Pirelli tyres – 245/610/16 at the front and 265/620/16 at the back. As far as the engine is concerned, on the other hand, the compressor is larger and the fuel supply has been optimised for an overall power output of around 340 bhp. There are still five gears, but the gearbox has front couplings as is the case with all the versions prepared by Alfa Corse.

History: The car, currently owned by the Alfa Romeo dealer Ghefer Cars of Monza, was prepared directly by Alfa Corse for participation in the 1988–89 Giro d'Italia, as well as in the Monza Rally. In the 1988, Giro Loubet and Nannini were driving and finished second overall, while Alboreto retired in the Monza Rally. The following year Loubet and Guerrero were fifth overall in the Giro, while Dario Cerrato was impressive in the Rally.

The front of the IMSA car with additional headlights.

these 75s, which go on achieving great success in the various categories ranging from Group N, to Group A, to the Superturismo, and to the 3000 which is a feature of the Spanish championship.

It is however possible to declare with absolute certainty that the family of 75s, starting from the simple everyday 75, has become a true racing family.