

The full story of Alfa Romeo in the US can fill a book, as could even its return over the past decade and a half or so, as a dividend of the Fiat Chrysler years, now carried forward with Stellantis. And there has already been evolution in this era.

Gone are the distinctive little 4C and 4C Spider; the Stelvio SUV now has a smaller Tonale sibling; and through it all, we have the Alfa Romeo Giulia, a sexy Italian sport sedan bearing the best of European performance and reliability, the added style and spirit of sunny Italy—and relative rarity.

Our Veloce is the third trim up out of four bearing a 280-horsepower 2.0-liter turbo-four, priced from the low \$40s to the mid-\$50s.

Above these are the Quadrifoglio models, with a notably more powerful 505-horsepower 2.9-liter twin-turbo V6 and priced in the \$80s. Special editions of Quadrifoglio in very small quantities sell out as fast as they are created. But most notably, this has been announced as the last year for Quadrifoglio in the US, as Stellantis continues, at least for now, to turn its focus to EVs.

There are advantages to the four-cylinder build, of course—price, obviously, as well as fuel economy (33 mpg highway vs 25 for the Quadrifoglio, also being a few hundred pounds lighter), but also

the availability of all-wheel drive with this engine. Ours is the rear-driver, with top fuel mileage.

Best of all, even without the Quadrifoglio clover badge, the turbo-fours are every bit as sexy, turn just as many heads and get just as many thumbs-ups as the pricier ones—something you see for precious few other potent Europeans by this point. Any version of Alfa is still pleasantly uncommon.

Performance was solid with our powertrain. We started out in Dynamic mode (dialed in from their DNA options, also including Normal and Advanced Efficiency, with Race as a sidebar), finding it a bit over the top in town, a bit micro-responsive you might say, which you can probably get used to. On our next restart, we moved to Normal. Brakes were outstanding in either mode, so strong you will be adjusting to them, as well. Overall, we went from initially high awareness of performance details, to extensive driving through a variety of conditions with transparent performance. Either has its appeal. We tried A mode briefly and found it sluggish, as it is perhaps intended to be. DNA choices are via a highly user-friendly dial on the console.

On all vehicles we drive, we end up noting more feature critiques than we can present, and this had plenty. Of note, stalks for turn signals and such are

on the stubby side, and tucked behind unusually large shift paddles. Anyone will need adjusting to this, even us with our keyboard-octave reach. We noted the screen interface as highly complex yet often short of info we sought. Of most note, we battled the AC system for sufficient cooling and against heavy noise and wind. Other notes ranged from the radio to the door handles and locks.

This is a personal car. On the one hand, there's definitely that familiarization curve. But as you become one with the car, only you might immediately know how to start it, or shift it, or get the air or other controls where you want them. The variables can be frustrating, but as always can all be mastered under your ongoing ownership. And becoming master has its own appeal.

Details aside, Alfa Romeo brings you a great car in the Giulia, but it is also sort of a personality statement, a way to stand out from other brands that used to be that, but have become ubiquitous and aren't distinctive anymore. In a world of classy premium-luxe European sport sedans, Alfa Romeo Giulia comes off as special. And this is your opportunity. It definitely belongs on your short list—and if the Quadrifoglio versions interest you, you'd better hustle, to grab one of the last few. ■

Personalità e opportunità

by Joe Sage



SPECIFICATIONS

ASSEMBLY	.....Cassino, Italy
ENGINE/TRANS BUILD	.....Italy / Germany
PARTS CONTENT	.....Italy 69% / US/Can 0%
ENGINE	.....longitudinal 2.0L turbo, GDI, MultiAir2, SOHC, 16v, alum/alum, forged pistons w pressure actuated oil jets
HP/TORQUE	.....280 hp / 306 lb-ft
TRANSMISSION	.....8-spd auto (8HP50)
DRIVETRAIN	.....RWD (opt avail AWD)
SUSPENSION	.....F: dbl wishbone, semi-virtual steering axis; R: AlfaLink™ w vertical rod link (patented)
STEERING	.....rack & pinion, var elec assist
BRAKES	.....F: 13.0x1.1 w Brembo 4-piston; R: 12.5x0.86 w single-piston
WHEELS	.....F: 19x8.0; R: 19x9.0 sport 5-hole alum
TIRES	.....F: P225/40R19 / R: P255/35R19 summer
LENGTH / WHEELBASE	.....182.8 / 111.0 in
GROUND CLEARANCE	.....na
TURNING CIRCLE	.....na
HEADROOM (F/R)	.....38.6 / 37.6 in
LEGROOM (F/R)	.....42.4 / 35.1 in
CARGO CAPACITY	.....na
WEIGHT	.....3522 lb
FUEL / CAPACITY	.....prem unl 91 oct / 15.3 gal
MPG	.....24/33/27 (city/hwy/comb)

BASE PRICE	.....\$44,520
PAINT: Misano Blue Metallic	.....660
VELOCE RWD PKG 22U: black sport leather seats w pwr adj bolsters & manual adj thigh support, limited-slip diff, Miron Black V-Scudetto grille, Veloce rear fascia, alum column-mt paddle shifters	.....3600
PREMIUM INTERIOR & SOUND PKG: Harman Kardon 14-spr premium audio, leather dash & upper doors	.....2225
ACTIVE ASSIST PLUS PKG: (long list)	.....700
WHEELS: staggered 19x8.0, 19x9.0 sport 5-hole alum wheels, summer/3-season tires, gloss red calipers w white script	.....1250
DESTINATION CHARGE	.....1595
TOTAL	.....\$54,550

2024 ALFA ROMEO GIULIA LINEUP

280-HP 2.0L TURBO 4	.....RWD	.....AWD
Sprint	.....\$43,340	.....\$45,340
Ti	.....46,340	.....48,340
Veloce	.....50,100	.....52,100
Competizione	.....54,590	.....56,590
505-HP 2.9L TWIN-TURBO V6	.....RWD	
Quadrifoglio	.....83,570	
Quadrifoglio 100th Anniv.	.....sold out	
Quadrifoglio Super Sport	.....86,770	
Quadrifoglio Carbon Ed.	.....86,030	



Alfa Romeo