



ALFA ROMEO 2000 SPIDER VELOCE SPECIFICATIONS

Engine: 4 cylinders in line, all-aluminum alloy block. 80° V-overhead valves operated directly by dual chain-driven overhead camshafts acting on oil bathed followers. Five main bearings. Torsional crankshaft dampener. Sodium-cooled exhaust valves. Bore: 84 mm. Stroke: 88.5 mm. Cylinder capacity: 1962 cc. Compression ratio: 9.0:1. Maximum torque: 110 foot-pounds @ 3500 rpm. Top speed: 115 mph.

Fuel system: Direct port-type mechanical fuel injection, adapted from Alfa Romeo Type 33 racing car. Separate supply plunger for each cylinder, driven by crankshaft and connecting rods for precision fuel metering. Electric fuel pump. Four air ram tubes force air through dry-element filter to 4 individual throttles. Fuel capacity: 12 gallons. No catalytic converter. Runs on regular fuel. 1975 EPA mileage results: 27 mpg on highway, 19 mpg in city traffic.

Electrical system: 12 volt, 35 amp alternator. 60 ah battery. Golden Lodge spark plugs.

Lubrication: Geared oil pump. Quick-change spin-on filter with bypass. Light aluminum oil sump with cooling fins.

Cooling system: Sealed system with liquid coolant containing permanent antifreeze. Circulation by centrifugal, V-belt driven pump. System capacity: 14 pints.

Clutch: Hydraulically operated single dry plate type, with progressive spring diaphragm.
Gearbox: Manually operated with console-mounted shift lever. 5 fully synchronized forward speeds and reverse. Molybdenum-coated synchronizing rings. Gear ratios: 1st, 3.30; 2nd, 1.99; 3rd, 1.35; 4th, 1.00; 5th, 0.79.

Front suspension: Independent front suspension secured by inclined transverse A arms. Coil springs and telescopic hydraulic double acting shock absorbers. Transverse anti-roll bar.

Rear suspension: Coil springs and coaxially mounted

telescopic hydraulic double acting shock absorbers. Transverse anti-roll bar.

Rear axle: Anchored to body structure by two trailing arms and upper torque reaction T. Transverse anchorage fitted with rubber bushes on frame and axle. Optional limited-slip differential.

Steering: Recirculating ball or worm and roller.
Braking system: Power 4-wheel disc brakes with dual safety circuits. Anti-lock pressure regulator for rear brakes, located inboard on differential. Front swept area: 187.28 sq. in. Rear swept area: 155.50 sq. in. Brake diameter: 9.84 in. Parking brake operates on rear disc brake.

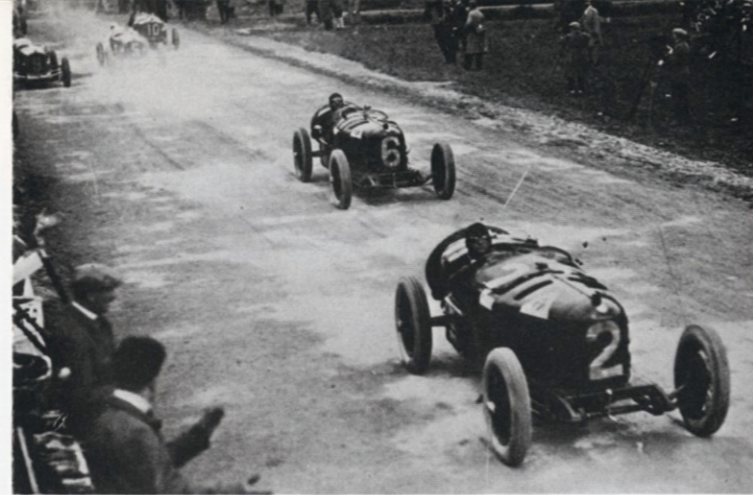
Tires: 165 HR 14 belted radials on 5½" wide cast magnesium wheels.

Dimensions:

Wheelbase: 88½ in.
Overall length: 161½ in.
Width: 64½ in.
Height: 50½ in.
Front track: 52½ in.
Rear track: 50½ in.
Weight: 2455 lbs.
Turn radius: 34.5 ft.
Seating cap.: 2
Trunk cap.: 10 cu. ft.

Standard equipment: Alfa Romeo fuel injection. 5-speed gearbox. 4-wheel power disc brakes. Cast magnesium wheels. Tachometer. Hand throttle. Trip meter. Fuel gauge warning light. Oil pressure gauge warning light. Brake fluid level warning light. Automatic cigarette lighter. Heater with 2-speed blower and warning light. Windshield washer. Wood-grain steering wheel. Reclining front bucket seats. Mahogany paneling. Tool kit. Carpeted trunk. Under-hood and trunk lights. Belted radial tires.

Optional equipment: AM/FM radio and tape deck. Integrated air conditioning/tinted glass windows. Limited slip differential. Metallic paint.



GREAT ROAD ALFAS ARE BORN ON THE RACETRACK.

With the world's most respected drivers at the wheel, dashing red Alfa Romeo race cars have won thousands of important contests, including fifty-eight firsts in Grand Prix racing, eleven *Mille Miglia* victories and four world championships. Down through the years, Alfas have won far more races than any other marque.

The first supercharged Alfa Grand Prix car, the double-overhead-camshaft, straight-eight P2 of 1924, won the first race in which it was entered, with an astonishing average speed of more than 98 mph; won the World Championship the next year; won no less than 18 major international races in the next six years.

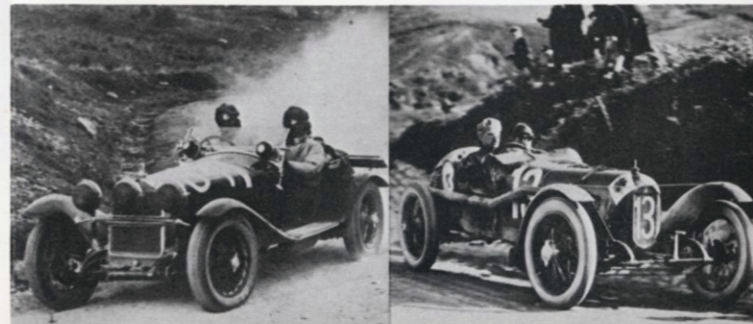
In 1929 came the first version of the six-cylinder Alfa 1750. Incredibly, that year factory Alfas won every race they entered.

In the thirties, the record is equally dazzling: seven successive wins in the *Mille Miglia*, five of them staggering first- through fourth-place sweeps. In the forties and fifties: five straight years of triumphs in Grand Prix races, successive world championships in 1950 and 1951 by the Tipo 158/159.

Today's newest winning Alfa race car: Tipo 33tt12, 1975 World Champion of Makes.

Because Alfa Romeo has also led all competition in the interchange of engineering practice between racing and production through the years, the 2000 Spider Veloce you drive today is the world's most thoroughly race-refined series production sports car.

No sports car comes from a more distinguished family.



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2000 Spider Veloce®



4th World Championship for Alfa Romeo
Tipo 33tt12 charging to victory in one of the hotly contested races for the 1975 World Championship of Makes. Winner of 7 straight events and once again champion: Alfa Romeo of Milano.

When one's interest in motor-ing deepens into enthusiasm —becomes a source of pleasure and an end in itself rather than just a means of getting from one place to another—attention invariably turns to the classic open sports car.

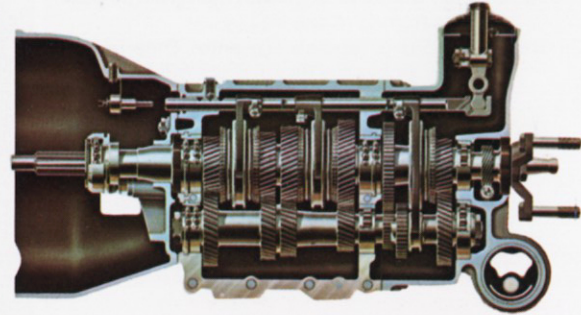
The Alfa Romeo 2000 Spider Veloce is today's ultimate expression of this pur-sue of driving experiences: an excitingly styled sports convertible with race-refined handling and performance to meet the most demanding driver's lofty expectations.

Shaped in contemporary yet timeless fashion by the master designer Pininfarina, the 2000 Spider Veloce is a modern classic of open roadster design.

And underneath its striking exterior is equally beautiful engineering: the sum total of the sixty-six-year Alfa Romeo tradition of building race-proved performance into extraordinary road cars.

1975 EPA MILEAGE RESULTS	
27 MPG HIGHWAY	19 MPG CITY

You don't have to give up good mileage to get Alfa Romeo sports performance. The Spider gets better mileage than many "economy" cars.



5-speed gearbox, fully synchronized for smooth, effort-less shifting. Fourth gear is direct drive, fifth a performance driving gear for maintaining high road speeds while the reserve-rich Alfa DOHC engine loafs along at reduced rpms, reduced fuel consumption.

The peerless Alfa Romeo all-aluminum DOHC engine. Direct descendant of the engine design that has powered victorious Alfa racing cars since 1924. (No great Grand Prix car of any marque has ever been built around any other engine design.) Today reserved strictly for cost-no-object cars—and all Alfas. 1962 cc of double-overhead-camshaft mechanical perfection that delivers fully 90% of maximum rated torque over an extraordinary rpm range.



Far from Spartan in appointments, the Spider's interior boasts luxurious, superbly comfortable, anatomically designed reclining bucket seats. Note wood steering wheel, driver-oriented instruments, many fittings of stainless steel. Ingeniously engineered convertible top raises or lowers in seconds with one hand.

Racing-type Alfa-Spica fuel injection. With individual plungers for each cylinder, driven by a crankshaft and connecting rods for super-precise, economical fuel metering. Derived from the system engineered for the Alfa Romeo Type 33 race car.

Fuel-saving 5-speed gearbox with effortless synchronized shifting. Fourth gear is direct drive, fifth an overdrive gear for cruising at higher speeds with lower rpms, lower fuel consumption. 1975 EPA mileage results for 2000 Spider Veloce: 27 mpg in highway driving, 19 mpg in city driving.

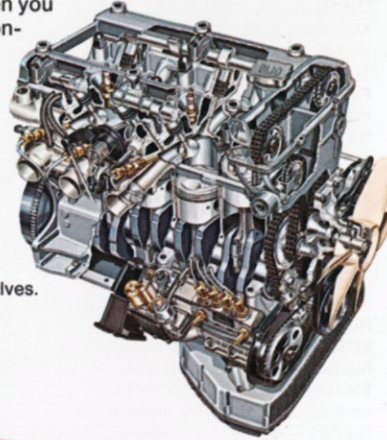
Racing-type chassis and suspension. Identical in concept to that competition-proved on victorious Alfa racing cars.

Four-wheel power disc brakes that make the 2000 Spider Veloce one of the fastest-stopping of all production cars reporting results of standard braking-effectiveness tests to the U.S. Department of Transportation. Without swerving, without fading.

While one or another of these engineering refinements are found in many sports cars, only Alfa Romeo offers all of them in the painstakingly balanced fashion that makes driving the 2000 Spider Veloce the exhilarating, wind-in-the-hair, ultimate driving experience that enthusiasts seek in the classic open sports car.

Because Alfa Romeo believes excellence should be built in, not added on, these costly refinements are all standard equipment.

You will understand why when you experience the supremely confident handling, cornering and roadholding that your test-drive will reveal.



Classic-design Alfa Romeo DOHC engine, in continuous refinement since 1924. Four cylinders, 1962 cc, cool-running sodium-filled exhaust valves. And it uses regular fuel.

